# SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM.)

# 142

## TIME TABLE

FOR THE

## SAN JOAQUIN DIVISION

To Take Effect Sunday, May 3, 1925, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

**For the government and information of employes only, and not intended for the use of the public.**

J. H. DYER,
*General Manager.*

T. H. WILLIAMS,
*Assistant General Manager.*

R. L. RUBY,
*Superintendent of Transportation*

# FRESNO AND BAKERSFIELD SUBDIVISION

## EASTWARD

Time Table No. 142

May 3, 1925

| Capacity of Sidings in Car Lengths | SECOND CLASS | | | FIRST CLASS | | | | | | | Distance from San Francisco | | STATIONS | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **252**<br>Sunset Manifest Freight | **302**<br>Local Freight | **300**<br>Local Freight | **26**<br>Owl | **60**<br>Southern California Express | **96**<br>Fresno Bakersfield Passenger | **8**<br>San Francisco Los Angeles Passenger | **10**<br>Santa Fe Passenger | **92**<br>Coalinga Bakersfield Passenger | **86**<br>San Francisco Los Angeles Express | | | | |
| | Leave Daily | Leave Daily Ex. Sunday | Leave Daily Ex. Sunday | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | | |
| BKWFTYP Yard | 1.50PM | | 12.30AM | 11.45PM | 10.25PM | | 7.00PM | | | 7.35AM | 205.5 | TO-R | FRESNO<br>2.8 | Double Track<br>Block Signals. |
| | | | | | | | | | | | 208.3 | | CALWA<br>0.8 | |
| I P | 2.10 | | 12.55 | 11.55 | 10.35 | | 7.11 | | | 7.45 | 209.1 | | CALWA TOWER<br>A. T. & S. F. Crossing<br>1.3 | |
| 64 P | 2.15 | | 1.00 | 11.57PM | 10.37 | | f 7.14 | | | f 7.47 | 210.4 | | MALAGA<br>4.7 | |
| 84 P | 2.30 | | 1.30 | 12.03AM | 10.43 | | s 7.22 | | | s **7.55** | 215.1 | TO | FOWLER<br>1.3 | |
| (Spur) | | | | | | | | | | | 216.4 | | STAR<br>4.3 | |
| 131 WP | 2.47 | | 2.00 | 12.10 | f10.53 | | s 7.33 | | | s 8.06 | 220.7 | TO | SELMA<br>4.9 | |
| 83 WP | 3.06 | | **2.22** | 12.16 | 11.01 | | s 7.45 | | | s 8.17 | 225.6 | TO | KINGSBURG<br>1.5 | |
| (Spur) | | | | | | | | | | | 227.1 | | SUMNER<br>4.2 | |
| 64 P | **3.26** | | **3.03** | 12.22 | 11.08 | | f 7.55 | | | f 8.26 | 231.3 | | TRAVER<br>2.4 | |
| 64 P | 3.31 | | 3.30 | 12.25 | 11.11 | | 7.58 | | | 8.29 | 233.7 | | CROSS<br>5.4 | |
| 99BKWFYP | 4.01 | 6.00AM | 3.50AM | 12.32 | 11.19 | | s 8.28 | | 9.30AM | s 8.36AM | 239.1 | TO-R | GOSHEN JCT.<br>6.5 | |
| 64 P | 4.25 | **6.25** | | 12.40 | 11.27 | | f 8.38 | | f 9.40 | (Runs via Porterville) | 245.6 | | TAGUS<br>4.1 | |
| I | | | | | | | | | | | 249.7 | | A. T. & S. F. CROSSING<br>0.3 | |
| 95 WP | 4.55 | **7.30** | | f12.47 | f11.35 | | s 9.00 | | s 9.50 | | 250.0 | TO | TULARE<br>1.5 | |
| (Spur) | | | | | | | | | | | 251.5 | | BURLING<br>4.3 | |
| 63 P | 5.20 | **7.45** | | 12.55 | 11.43 | | 9.10 | | f **9.59** | | 255.8 | | OCTOL<br>4.6 | |
| 86 WP | 5.50 | **8.27** | | 1.01 | 11.50 | | s 9.21 | | s10.09 | | 260.4 | TO | TIPTON<br>1.9 | |
| (Spur) | | | | | | | | | | | 262.3 | | ALFAC<br>1.4 | |
| | | | | | | | | | | | 263.7 | | QUAIL<br>3.1 | |
| 95 P | 6.15 | **8.55** | | 1.09 | 11.58PM | | f 9.31 | | s10.19 | | 266.8 | TO | PIXLEY<br>5.6 | |
| 88 P | **6.48** | 9.30 | | **1.17** | 12.05AM | | f 9.40 | | s10.29 | | 272.4 | TO | EARLIMART<br>3.4 | |
| (Spur) | | | | | | | | | | | 275.8 | | STONE<br>0.7 | |
| 64 P | 7.25 | 9.50 | | 1.25 | 12.11 | | 9.46 | | f10.37 | | 276.5 | | RADNOR<br>4.2 | |
| 88 WP | 7.55 | 10.25 | | 1.32 | 12.17 | | s 9.58 | | s10.49 | | 280.7 | TO | DELANO<br>6.3 | |
| 64 P | 8.20 | **11.01**AM | | **1.40** | 12.25 | | f10.09 | | f **11.01** | | 287.0 | TO | Mc FARLAND<br>3.9 | |
| (Spur) | | | | | | | | | | | 290.9 | | HUNT<br>1.7 | |
| 84 WTP | 8.45 | 12.10PM | | 1.47 | 12.33 | 10.25PM | f10.19 | 4.39PM | 11.12 | 11.17AM | 292.6 | TO-R | FAMOSO<br>3.3 | |
| 63 P | 9.05 | **12.31** | | 1.51 | **12.44** | 10.34 | f10.24 | 4.43 | f11.17 | 11.26 | 295.9 | | SLATER<br>3.7 | |
| (Spur) | | | | | | | | | | | 299.6 | | DOW<br>0.9 | |
| 87 P | 9.25 | 12.45 | | 1.57 | 12.53 | 10.41 | f10.31 | 4.49 | f11.23 | 11.32 | 300.5 | | LERDO<br>2.5 | |
| 95 P | 9.34 | 12.52 | | 2.00 | 12.56 | 10.44 | 10.34 | 4.52 | 11.26 | 11.35 | 303.0 | | PROSPERO<br>2.8 | |
| 63 P | 9.45 | 1.00 | | 2.04 | **1.01** | 10.49 | f10.39 | 4.56 | f11.30 | 11.39 | 305.8 | | SACO<br>2.8 | |
| 86 BKP | 9.55 | 1.07 | | 2.08 | 1.06 | 10.53 | 10.43 | s 5.00PM | f11.34 | 11.43 | 308.6 | TO-R | OIL JCT.<br>2.5 | |
| 57 P | 10.05 | 1.15 | | 2.12 | 1.10 | 10.58 | 10.48 | | 11.39 | 11.47 | 311.1 | | NOME<br>1.8 | |
| Yard BKWFTYP | 10.20PM | 1.30PM | | s 2.19AM | s 1.18AM | s 11.05PM | s 10.55PM | | s 11.46AM | s 11.54AM | 312.9 | TO-R | BAKERSFIELD | |
| | Arrive Daily | Arrive Daily Ex. Sunday | Arrive Daily Ex. Sunday | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | (107.4) | |
| | (8.30)<br>12.61 | (7.30)<br>9.81 | (3.20)<br>10.08 | (2.34)<br>41.19 | (2.53)<br>37.24 | (0.40)<br>30.45 | (3.55)<br>27.42 | (0.21)<br>45.71 | (2.16)<br>32.55 | (1.38)<br>33.00 | | | ..................Time over District<br>..................Average speed per hour | |

**Westward trains are superior to trains of the same class in the opposite direction.**

Schedule time and train orders for eastward trains at Calwa Tower apply at end of double track, 360 feet west of the tower.
Schedule time and train orders for No. 91 and No. 92 at Goshen Jct. apply at junction switch located about one thousand feet east of station.
Schedule time and train orders for eastward trains at Famoso apply at junction switch of Porterville line.
Schedule time and train orders for A. T. & S. F. trains at Oil Jct. apply at Santa Fe junction switch opposite section house.

ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS

| Train | At | Passengers to (or beyond) |
|---|---|---|
| 8 | Any Station | Edison |

ADDITIONAL STOPS TO DISCHARGE PASSENGERS

| Train | At | Passengers from (or beyond) |
|---|---|---|
| 86 | Famoso or East | Any Station |

# FRESNO AND BAKERSFIELD SUBDIVISION

## WESTWARD

Time Table No. 142

May 3, 1925

| | STATIONS | | Distance from Bakersfield | 25 | 59 | 7 | 95 | 5 | 87 | 91 | 303 | 301 | 251 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | FIRST CLASS | | | | | | | THIRD CLASS | | |
| | | | | Owl | Puget Sound Express | Tehachapi | Bakersfield Fresno Passenger | Santa Fe Passenger | Los Angeles San Francisco Express | Bakersfield Coalinga Passenger | Local Freight | Local Freight | Sunset Manifest Freight |
| | | | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sunday | Arrive Daily Ex. Sunday | Arrive Daily |
| Double Track | TO-R FRESNO | 2.8 | 107.4 | s 3.00AM | s 3.50AM | | s 10.35AM | | s 9.35PM | | | 8.50AM | 5.30PM |
| | CALWA | 0.8 | 104.6 | | | | | | | | | | |
| | CALWA TOWER A. T. & S. F. Crossing | 1.3 | 103.8 | 2.47 | 3.38 | | 10.22 | | 9.22 | | | 8.30 | 5.00 |
| | MALAGA | 4.7 | 102.5 | 2.44 | 3.35 | | f 10.19 | | 9.20 | | | 8.25 | 4.57 |
| | TO FOWLER | 1.3 | 97.8 | 2.37 | 3.27 | | s 10.10 | | f 9.11 | | | **7.55** | 4.40 |
| | STAR | 4.3 | 96.5 | | | | | | | | | | |
| | TO SELMA | 4.9 | 92.2 | 2.29 | f 3.19 | | s 9.59 | | s 9.02 | | | 7.20 | 4.15 |
| | TO KINGSBURG | 1.5 | 87.3 | **2.22** | 3.10 | | s 9.48 | | s 8.52 | | | 6.30 | 3.42 |
| | SUMNER | 4.2 | 85.8 | | | | | | | | | | |
| | TRAVER | 2.4 | 81.6 | 2.15 | **3.03** | | 9.38 | | 8.43 | | | 5.20 | **3.26** |
| | CROSS | 5.4 | 79.2 | 2.12 | 3.00 | | 9.35 | | 8.40 | | | 5.15 | 3.10 |
| | TO-R GOSHEN JCT. | 6.5 | 73.8 | 2.05 | f 2.53 | | s 9.25 | | 8.33PM | s 7.58PM | 12.30PM | 5.00AM | 2.45 |
| | TAGUS | 4.1 | 67.3 | 1.55 | 2.43 | | 9.03 | | | f 7.47 | 11.59AM | | 1.50 |
| | A. T. & S. F. CROSSING | 0.3 | 63.2 | | | | | | | | | | |
| | TO TULARE | 1.5 | 62.9 | f 1.47 | f 2.34 | | s 8.55 | | | s 7.38 | 11.35 | | 1.30 |
| | BURLING | 4.3 | 61.4 | | | | | | | | | | |
| | OOTOL | 4.6 | 57.1 | 1.39 | 2.23 | | 8.35 | | | f 7.19 | **9.59** | | 12.55 |
| Block Signals | TO TIPTON | 1.9 | 52.5 | 1.33 | 2.17 | (Runs via Porterville) | s **8.27** | | (Runs via Porterville) | s 7.10 | 9.20 | | 12.35 |
| | ALFAC | 1.4 | 50.6 | | | | | | | | | | |
| | QUAIL | 3.1 | 49.2 | | | | | | | f | | | |
| | TO PIXLEY | 5.6 | 46.1 | 1.25 | 2.09 | | s 8.15 | | | f 6.58 | **8.55** | | 12.05PM |
| | TO EARLIMART | 3.4 | 40.5 | **1.17** | 2.02 | | f 8.05 | | | f **6.48** | 8.25 | | 11.50AM |
| | STONE | 0.7 | 37.1 | | | | | | | | | | |
| | RADNOR | 4.2 | 36.4 | 1.09 | 1.56 | | **7.58** | | | f 6.41 | **7.58** | | 11.35 |
| | TO DELANO | 6.3 | 32.2 | 1.03 | 1.50 | | s 7.51 | | | s 6.33 | 7.25 | | 11.20 |
| | TO McFARLAND | 3.9 | 25.9 | 12.55 | **1.40** | | f 7.41 | | | s 6.23 | 7.00 | | **11.01** |
| | HUNT | 1.7 | 22.0 | | | | | | | | | | |
| | TO-R FAMOSO | 3.3 | 20.3 | 12.48 | 1.24 | s 7.20AM | f 7.33 | s 12.36PM | s 5.48PM | f 6.14 | 6.25 | | 10.30 |
| | SLATER | 3.7 | 17.0 | **12.44** | 1.20 | 7.15 | 7.29 | **12.31** | 5.43 | f 6.09 | 6.00 | | 10.20 |
| | DOW | 0.9 | 13.3 | | | | | | | | | | |
| | LERDO | 2.5 | 12.4 | 12.38 | 1.12 | f 7.08 | 7.22 | 12.25 | 5.37 | f 6.02 | 5.45 | | 10.05 |
| | PROSPERO | 2.8 | 9.9 | 12.35 | 1.09 | 7.04 | 7.19 | 12.22 | 5.34 | 5.59 | 5.38 | | 9.56 |
| | SACO | 2.8 | 7.1 | 12.31 | **1.01** | 7.00 | 7.15 | 12.18 | 5.30 | f 5.55 | 5.30 | | 9.45 |
| | TO-R OIL JCT. | 2.5 | 4.3 | 12.27 | 12.55 | f 6.56 | 7.11 | 12.13PM | 5.26 | f 5.51 | 5.20 | | 9.30 |
| | NOME | 1.8 | 1.8 | 12.23 | 12.51 | 6.52 | 7.07 | | 5.22 | 5.47 | 5.12 | | 9.15 |
| | TO-R BAKERSFIELD | | 0.0 | 12.17AM | 12.45AM | 6.45AM | 7.00AM | | 5.15PM | 5.40PM | 5.00AM | | 8.55AM |
| | (107.4) | | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily Ex. Sunday | Leave Daily Ex. Sunday | Leave Daily |
| | Time over District | | | (2.43) | (3.05) | (0.35) | (3 35) | (0.23) | (1.35) | (2.18) | (7.30) | (3.50) | (8.35) |
| | Average speed per hour | | | 39.53 | 34.83 | 34.80 | 29.97 | 41.73 | 34.04 | 32.07 | 9.84 | 8.76 | 12.51 |

**Westward trains are superior to trains of the same class in the opposite direction.**

Schedule time and train orders for eastward trains at Calwa Tower apply at end of double track, 360 feet west of the tower.
Schedule time and train orders for No. 91 and No. 92 at Goshen Jct. apply at junction switch located about one thousand feet east of station.
Schedule time and train orders for eastward trains at Famoso apply at junction switch of Porterville line.
Schedule time and train orders for A. T. & S. F. trains at Oil Jct. apply at Santa Fe junction switch opposite section house.

**ADDITIONAL STOPS TO DISCHARGE PASSENGERS**

| Train | At | Passengers from (or beyond) |
|---|---|---|
| 95 | Any Station | Los Angeles |

# BAKERSFIELD AND SAUGUS SUBDIVISION

## EASTWARD

Time Table No. 142

May 3, 1925

| Capacity of sidings in car lengths. | SECOND CLASS<br>258<br>Freight<br>Leave Daily | 256<br>Freight<br>Leave Daily | 320<br>Local Freight<br>Leave Daily Ex. Sunday | 306<br>Bakersfield Olig Mixed<br>Leave Daily Ex. Sunday | 254<br>Freight<br>Leave Daily | 252<br>Sunset Manifest Freight<br>Leave Daily | 322<br>Local Freight<br>Leave daily Ex. Monday | FIRST CLASS<br>8<br>San Francisco Los Angeles Passenger<br>Leave Daily | 22<br>Santa Fe Passenger<br>Leave Daily | 86<br>San Francisco Los Angeles Express<br>Leave Daily | 2<br>Santa Fe Tourist Express<br>Leave Daily | 26<br>Owl<br>Leave Daily | 60<br>Southern California Express<br>Leave Daily | Distance from San Francisco | | STATIONS | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BKWFTYP Yard | | | | 8.00AM | | | | 11.45PM | | 12.05PM | | 2.27AM | 1.28AM | 312.9 | | TO-R BAKERSFIELD<br>0.7 | |
| KI P | 5.50PM | 12.10PM | 8.00AM | 8.05AM | 6.20AM | 12.12AM | | 11.49 | 6.10PM | 12.08 | 8.40AM | 2.30 | 1.31 | 313.6 | | TO-R KERN JCT.<br>3.4 | |
| 61 P | 5.58 | 12.18 | 8.10 | | 6.28 | 12.20 | | 11.55PM | 6.15 | 12.13 | 8.45 | 2.35 | 1.36 | 317.0 | | MAGUNDEN<br>3.1 | Double Track |
| 58 P | 6.05 | 12.25 | 8.41 | | 6.35 | 12.27 | | f 12.05AM | 6.20 | f 12.20 | 8.50 | 2.40 | 1.41 | 320.1 | | EDISON<br>4.9 | |
| P | 6.15 | 12.35 | **8.58** | | 6.45 | 12.37 | | 12.15 | 6.27 | f 12.29 | **8.58** | 2.48 | 1.49 | 325.0 | | TO SIVERT<br>2.9 | |
| 59 WP | 6.21 | 12.41 | 9.05 | | 6.51 | 12.43 | | **12.20** | 6.32 | f 12.34 | 9.03 | 2.53 | 1.54 | 327.9 | | BENA<br>3.4 | |
| 56 P | **6.40** | 12.50 | **9.26** | | 7.00 | 12.52 | | 12.26 | **6.40** | 12.41 | 9.09 | 2.59 | 2.01 | 331.3 | | ILMON<br>3.9 | |
| East 59<br>West58 BWP | 6.55 | 1.05 | 10.00 | | 7.15 | 1.17 | | s 12.41 | f 6.51 | s 12.54 | s **9.18** | 3.07 | 2.09 | 335.2 | | TO-R CALIENTE<br>3.0 | |
| 56 P | 7.07 | **1.17** | **10.21** | | 7.27 | 1.29 | | 12.50 | 6.58 | 1.01 | 9.27 | 3.14 | 2.16 | 338.2 | | ALLARD<br>2.3 | |
| West 56<br>East 64 WP | 7.20 | 1.30 | **10.46** | | 7.40 | 1.42 | | 12.57 | 7.05 | f **1.08** | 9.33 | 3.20 | 2.22 | 340.5 | | TO BEALVILLE<br>1.8 | |
| 13 P | 7.27 | 1.37 | 10.56 | | 7.47 | 1.49 | | 1.03 | 7.10 | 1.14 | 9.38 | 3.25 | 2.28 | 342.3 | | CLIFF<br>3.2 | |
| East 56 M10<br>West 56 P | 7.42 | 1.52 | 11.24 | | 8.02 | 2.04 | | 1.11 | 7.18 | f 1.22 | **9.46** | 3.33 | 2.36 | 345.5 | | ROWEN<br>3.3 | |
| 56 WP<br>House 56 | 8.07 | 2.17 | 11.55AM | | 8.25 | 2.29 | | f 1.27 | 7.30 | f 1.34 | **9.58** | **3.48** | 2.48 | 348.8 | | TO WOODFORD<br>3.0 | |
| 56 P | 8.22 | 2.32 | **12.10PM** | | **8.40** | 2.44 | | 1.38 | 7.39 | 1.44 | 10.08 | 3.57 | 2.57 | 351.8 | | WALONG<br>2.3 | |
| West 56<br>East 59 WP | 8.32 | 2.42 | 12.20 | | **8.50** | **3.05** | | 1.48 | 7.47 | f 1.52 | 10.17 | 4.05 | **3.05** | 354.1 | | MARCEL<br>2.6 | |
| 67 P | 8.47 | 2.57 | 12.35 | | **9.05** | 3.22 | | 1.59 | 7.55 | f 2.00 | 10.26 | 4.13 | 3.13 | 356.7 | | CABLE<br>3.9 | |
| 61<br>68 WP | 9.02 | 3.12 | 1.15 | | 9.20 | 3.37 | | s 2.15 | f 8.07 | s 2.11 | s 10.38 | 4.23 | 3.23 | 360.6 | | TO-R TEHACHAPI<br>1.8 | |
| 100 YP | 9.17 | 3.27 | 1.30 | | 9.35 | 3.52 | | 2.22 | 8.11 | 2.15 | 10.45 | 4.26 | 3.28 | 362.4 | | SUMMIT SWITCH<br>2.6 | |
| 77 P | 9.22 | 3.32 | 1.50 | | 9.40 | 3.57 | | s 2.27 | 8.15 | s 2.20 | 10.49 | 4.30 | 3.32 | 365.0 | | MONOLITH<br>3.0 | |
| YP | | | | | | | | | | | | | | 368.0 | | ERIC<br>1.9 | Double Track |
| WP | 9.33 | 3.43 | 2.10 | | 9.51 | 4.08 | | 2.35 | 8.23 | f 2.31 | 10.57 | 4.38 | 3.40 | 369.9 | Block Signals | CAMERON<br>4.4 | |
| 85 P | 9.59 | 4.09 | **2.41** | | 10.17 | **4.47** | | 2.45 | 8.33 | f **2.41** | 11.07 | **4.47** | 3.49 | 374.3 | | WARREN<br>6.4 | |
| BKWFTYP Yard | 10.50 | 5.00 | 3.10PM | | 11.08 | **5.15**<br>**8.20** | 5.30AM | s **3.20** | s 8.45PM | s 3.00 | s 11.20AM | s 5.10 | s 4.15 | 380.7 | | TO-R MOJAVE<br>4.1 | |
| 93 P | 11.00 | 5.10 | | | 11.18 | 8.40 | 5.40 | 3.26 | | f 3.06 | | 5.16 | 4.21 | 384.8 | | FLETA<br>2.5 | |
| 59 P | 11.05 | 5.15 | | | 11.23 | 8.50 | 5.50 | 3.30 | | f 3.10 | | 5.20 | 4.25 | 387.3 | | GLOSTER<br>3.1 | |
| 90 P | 11.11 | 5.21 | | | 11.29 | 8.59 | **6.01** | 3.35 | | 3.15 | | 5.25 | 4.30 | 390.4 | | ANSEL<br>3.9 | |
| 56 P | 11.19 | 5.29 | | | 11.37 | **9.10** | 6.09 | f 3.41 | | f 3.22 | | 5.31 | 4.36 | 394.3 | | ROSAMOND<br>5.6 | |
| 56 WP | 11.30 | 5.40 | | | 11.48 | 9.30 | 6.20 | 3.50 | | f **3.31** | | **5.40** | 4.44 | 399.9 | | OBAN<br>5.6 | |
| 78 WP | **11.43** | **5.51** | | | 11.59AM | 10.05 | 6.45 | s 4.02 | | s 3.42 | | 5.49 | 4.52 | 405.5 | | TO-R LANCASTER<br>4.3 | |
| 58 P | 11.56PM | 6.06 | | | 12.14PM | 10.25 | 7.00 | 4.10 | | f 3.50 | | 5.57 | **5.00** | 409.8 | | DENIS<br>4.0 | |
| 70<br>BKWFY P | 12.26AM | 6.36 | | | 12.44 | 10.55 | 7.50 | s 4.21 | | s 4.00 | | 6.04 | 5.07 | 413.8 | | TO-R PALMDALE<br>2.5 | |
| 96 P | 12.39 | 6.49 | | | **1.22** | 11.18 | **8.18** | **4.28** | | f 4.07 | | 6.10 | 5.12 | 416.3 | | HAROLD<br>4.2 | |
| East 82<br>West 22 YP | 1.20 | 7.25 | | | **2.00** | 11.55AM | 9.00 | 4.44 | | f 4.19 | | 6.23 | 5.28 | 420.5 | | TO VINCENT<br>4.5 | |
| 56 P | **1.51** | 7.40 | | | 2.15 | **12.58PM** | 9.15 | 4.54 | | **4.28** | | 6.33 | 5.37 | 425.0 | | PARIS<br>1.1 | |
| 34 P | 1.55 | 7.44 | | | 2.19 | 1.03 | 9.20 | f 4.58 | | f 4.31 | | 6.36 | 5.40 | 426.1 | | ACTON<br>2.9 | |
| 68 WP | 2.15 | **7.54**<br>**8.24** | | | 2.29 | 1.45 | 9.45 | f 5.07 | | f 4.38 | | 6.43 | 5.46 | 429.0 | | TO RAVENNA<br>5.6 | |
| 54 P | 2.24 | 8.43 | | | **2.49** | 2.05 | 10.05 | 5.23 | | f 4.50 | | **6.56** | 5.58 | 434.6 | | RUSS<br>4.2 | |
| 75 WP | **2.38** | 8.57 | | | 3.03 | **2.32** | 10.25 | f 5.36 | | f 5.00 | | 7.07 | **6.08** | 438.8 | | TO LANG<br>4.3 | |
| 56 P | 2.53 | **9.12** | | | 3.18 | 2.50 | 10.45 | f **5.49** | | f 5.10 | | 7.19 | 6.19 | 443.1 | | HUMPHREYS<br>3.8 | |
| 56 P | 3.07 | 9.26 | | | 3.32 | 3.05 | **11.00** | f 6.00 | | f 5.20 | | 7.30 | 6.30 | 446.9 | | HONBY<br>3.7 | |
| 87<br>BKWFY P | 3.21AM | 9.40PM | | | 3.46PM | 3.20PM | 11.15AM | s 6.10AM | | s 5.29PM | | 7.40AM | 6.40AM | 450.6 | | TO-R SAUGUS | |
| | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sunday | Arrive Daily Ex. Sunday | Arrive Daily | Arrive Daily | Arrive Daily Ex. Monday | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | 137.7 | |
| | (9.31)<br>14.39 | (9.30)<br>14.42 | (7.10)<br>9.36 | (0.05)<br>8.40 | (9.26)<br>14.52 | (15.05)<br>9.05 | (5.45)<br>12.15 | (6.25)<br>21.45 | (2.35)<br>25.97 | (5.24)<br>25.50 | (2.40)<br>25.16 | (5.13)<br>26.39 | (5.12)<br>26.48 | | | Time over District ........<br>Average speed per hour | |

**Westward trains are superior to trains of the same class in the opposite direction.**

Schedule time and train orders at Tehachapi apply at end of double track.

ADDITIONAL STOPS TO DISCHARGE PASSENGERS

| Train | At | Passengers from (or beyond) |
|---|---|---|
| 26 | Saugus | San Francisco |
| 60 | Saugus | Sacramento |

# BAKERSFIELD AND SAUGUS SUBDIVISION

## WESTWARD

Time Table No. 142

May 3, 1925

|  |  | STATIONS | Distance from Saugus | FIRST CLASS |  |  |  |  |  | THIRD CLASS |  |  |  |  |  |  |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
|  |  |  |  | 7<br>Tehachapi | 9<br>Santa Fe Mail and Express | 87<br>Los Angeles San Francisco Express | 21<br>Santa Fe Passenger | 25<br>Owl | 59<br>Puget Sound Express | 257<br>Freight | 321<br>Local Freight | 253<br>Freight | 323<br>Local Freight | 307<br>Olig Bakersfield Mixed | 251<br>Sunset Manifest Freight | 255<br>Freight |
|  |  |  |  | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily Ex. Monday | Arrive Daily | Arrive Daily Ex. Sunday | Arrive Daily Ex Sunday | Arrive Daily | Arrive Daily |
| Block Signals | TO-R | BAKERSFIELD<br>0.7 | 137.7 | s 6.20AM |  | s 5.05PM |  | s 12.05AM | s 12.34AM |  |  |  |  | s 3.35PM |  |  |
| Double Track | TO-R | KERN JCT.<br>3.4 | 137.0 | 6.16 | 9.55AM | 5.02 | 7.20PM | 12.02AM | 12.30 | 11.25AM | 1.00PM | 2.21PM |  | 3.30PM | 12.58AM | 5.39AM |
|  |  | MAGUNDEN<br>3.1 | 133.6 | 6.10 | 9.49 | 4.56 | 7.10 | 11.56PM | 12.24 | 11.17 | 12.45 | 2.13 |  |  | 12.50 | 5.31 |
|  |  | EDISON<br>4.9 | 130.5 | f 6.05 | 9.44 | f 4.51 | 7.03 | 11.52 | 12.20 | 11.10 | 12.30 | 2.06 |  |  | 12.43 | 5.24 |
|  | TO | SIVERT<br>2.9 | 125.6 | 5.56 | 9.37 | f 4.42 | 6.53 | 11.45 | 12.13 | 11.00 | 12.15 | 1.56 |  |  | 12.30 | 5.14 |
|  |  | BENA<br>3.4 | 122.7 | 5.51 | 9.32 | f 4.37 | 6.48 | 11.40 | 12.08 | 10.54 | 12.09PM | 1.50 |  |  | **12.20** | 5.08 |
|  |  | ILMON<br>3.9 | 119.3 | 5.44 | **9.26** | 4.30 | **6.40** | 11.33 | 12.01AM | 10.44 | 11.59AM | 1.40 |  |  | 12.09AM | 4.58 |
|  | TO-R | CALIENTE<br>3.0 | 115.4 | s 5.35 | s **9.18** | s 4.22 | s 6.29 | 11.25 | 11.52PM | 10.31 | 11.45 | 1.27 |  |  | 11.57PM | 4.45 |
|  |  | ALLARD<br>2.3 | 112.4 | 5.26 | 9.10 | 4.14 | 6.20 | 11.18 | **11.45** | **10.21** | 11.05 | **1.17** |  |  | **11.45** | 4.35 |
|  | TO | BEALVILLE<br>1.8 | 110.1 | 5.21 | 9.05 | f 4.09 | 6.13 | 11.13 | 11.40 | 10.13 | **10.46** | **1.08** |  |  | 11.34 | 4.27 |
|  |  | CLIFF<br>3.2 | 108.3 | 5.17 | 9.01 | 4.05 | 6.06 | 11.09 | 11.36 | 9.57 | 10.30 | 12.52 |  |  | 11.18 | 4.11 |
|  |  | ROWEN<br>3.3 | 105.1 | 5.10 | 8.54 | f 3.58 | 5.58 | 11.02 | 11.29 | **9.46** | 10.15 | 12.41 |  |  | 11.07 | 4.00 |
|  | TO | WOODFORD<br>3.0 | 101.8 | f 5.03 | 8.47 | f 3.51 | 5.51 | **10.55** | 11.22 | 9.08 | **9.58** | 12.30 |  |  | **10.55** | **3.48** |
|  |  | WALONG<br>2.3 | 98.8 | 4.55 | **8.40** | 3.44 | 5.44 | 10.49 | 11.15 | 8.58 | 9.33 | **12.10** |  |  | 10.35 | 3.18 |
|  |  | MARCEL<br>2.6 | 96.5 | 4.49 | 8.35 | f 3.39 | 5.39 | 10.44 | 11.10 | **8.50** | 9.25 | 12.01PM |  |  | 10.27 | **3.05** |
|  |  | CABLE<br>3.9 | 93.9 | 4.43 | **8.29** | f 3.33 | 5.33 | 10.38 | 11.04 | **8.29** | **9.05** | 11.42AM |  |  | 10.08 | 2.41 |
| Double Track | TO-R | TEHACHAPI<br>1.8 | 90.0 | s 4.33 | s **8.21** | s 3.25 | s 5.23 | 10.30 | 10.56 | **8.09** | **8.30**<br>**7.35** | 11.29 |  |  | 9.55 | 2.28 |
|  |  | SUMMIT SWITCH<br>2.6 | 88.2 | 4.28 | 8.17 | 3.19 | 5.16 | 10.27 | 10.53 | 8.05 | 7.30 | 11.25 |  |  | 9.48 | 2.24 |
|  |  | MONOLITH<br>3.0 | 85.6 | f 4.23 | 8.13 | s 3.14 | 5.11 | 10.23 | 10.48 | 7.59 | 7.20 | 11.19 |  |  | 9.42 | 2.19 |
|  |  | ERIO<br>1.9 | 82.6 |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  | CAMERON<br>4.4 | 80.7 | f 4.13 | 8.04 | f 3.05 | 5.02 | 10.16 | 10.38 | 7.40 | 6.38 | 11.00 |  |  | 9.23 | 2.00 |
|  |  | WARREN<br>6.4 | 76.3 | 3.57 | 7.50 | f 2.50 | 4.46 | 10.04 | 10.25 | 7.25 | 6.15 | 10.45 |  |  | 9.00 | 1.45 |
|  | TO-R | MOJAVE<br>4.1 | 69.9 | 3.35<br>s **3.20** | 7.30AM | s 2.30 | 4.25PM | s 9.45 | s 10.05 | **7.00** | 5.45AM | 10.20 | 4.35PM |  | 8.30 | 1.20 |
|  |  | FLETA<br>2.5 | 65.8 | 3.12 |  | f 2.16 |  | 9.21 | 9.47 | 6.19 |  | 9.38 | 4.20 |  | 7.05 | 12.38 |
|  |  | GLOSTER<br>3.1 | 63.3 | 3.08 |  | f 2.12 |  | 9.17 | 9.43 | 6.14 |  | 9.33 | 4.10 |  | 6.55 | 12.33 |
|  |  | ANSEL<br>3.9 | 60.2 | 3.02 |  | 2.06 |  | 9.12 | 9.37 | **6.01** |  | 9.20 | 4.00 |  | 6.40 | 12.20 |
|  |  | ROSAMOND<br>5.6 | 56.3 | f 2.55 |  | f 2.00 |  | 9.06 | 9.31 | 5.51 |  | **9.10** | 3.50 |  | 6.27 | 12.09AM |
|  |  | OBAN<br>5.6 | 50.7 | 2.47 |  | f 1.51 |  | 8.59 | 9.24 | **5.40** |  | 8.59 | **3.31** |  | 6.16 | 11.58PM |
|  | TO-R | LANCASTER<br>4.3 | 45.1 | s 2.38 |  | s 1.43 |  | 8.52 | 9.17 | 5.09 |  | 8.44 | 3.10 |  | **5.51** | **11.43** |
|  |  | DENIS<br>4.0 | 40.8 | 2.29 |  | f 1.35 |  | 8.46 | 9.11 | **5.00** |  | 8.35 | 2.48 |  | 5.42 | 11.34 |
|  | TO-R | PALMDALE<br>2.5 | 36.8 | s 2.23 |  | s 1.29 |  | 8.41 | 9.06 | 4.37 |  | 8.27 | 2.40 |  | 5.34 | 11.26 |
|  |  | HAROLD<br>4.2 | 34.3 | 2.16 |  | f **1.22** |  | 8.36 | 9.01 | **4.28** |  | **8.18** | 2.15 |  | 5.25 | 11.17 |
|  | TO | VINCENT<br>4.5 | 30.1 | 2.07 |  | f 1.13 |  | 8.27 | 8.52 | 4.03 |  | 8.04 | **2.00** |  | 5.10 | 11.03 |
|  |  | PARIS<br>1.1 | 25.6 | **1.51** |  | **12.58** |  | 8.11 | 8.34 | 3.33 |  | 7.34 | **12.58** |  | **4.28** | 10.33 |
|  |  | ACTON<br>2.9 | 24.5 | f 1.48 |  | f 12.55 |  | 8.08 | 8.31 | 3.28 |  | 7.29 | 12.45 |  | 3.45 | 10.28 |
|  | TO | RAVENNA<br>5.6 | 21.6 | f 1.40 |  | f 12.47 |  | **8.01** | **8.24** | 3.18 |  | 7.19 | 12.35 |  | 3.35 | 10.18 |
|  |  | RUSS<br>4.2 | 16.0 | 1.27 |  | f 12.32 |  | 7.49 | 8.11 | 2.55 |  | **6.56** | 12.05PM |  | **2.49** | 9.55 |
|  | TO | LANG<br>4.3 | 11.8 | f 1.15 |  | f 12.20 |  | 7.38 | 8.00 | **2.38** |  | **6.08** | 11.45AM |  | **2.32** | 9.38 |
|  |  | HUMPHREYS<br>3.8 | 7.5 | f 1.01 |  | f 12.06PM |  | 7.26 | 7.46 | 2.13 |  | **5.49** | 11.15 |  | 2.07 | **9.12** |
|  |  | HONBY<br>3.7 | 3.7 | 12.53 |  | f 11.58AM |  | 7.18 | 7.38 | 1.59 |  | 5.08 | **11.00** |  | 1.53 | 8.49 |
|  | TO-R | SAUGUS | 0.0 | 12.45AM |  | 11.50AM |  | 7.10PM | 7.30PM | 1.45AM |  | 4.53AM | 10.45AM |  | 1.40PM | 8.35PM |
|  |  | 137.7 |  | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily Ex. Monday | Leave Daily | Leave Daily Ex. Sunday | Leave Daily Ex. Sunday | Leave Daily | Leave Daily |
|  |  | Time over District |  | (5.35) | (2.25) | (5.15) | (2.55) | (4.55) | (5.04) | (9.40) | (7.15) | (9.28) | (5.50) | (0.05) | (11.18) | (9.04) |
|  |  | Average speed per hour |  | 24.66 | 27.76 | 26.22 | 23.00 | 28.00 | 27.17 | 14.17 | 9.25 | 14.47 | 11.98 | 8.40 | 12.12 | 15.11 |

**Westward trains are superior to trains of the same class in the opposite direction.**

Schedule time and train orders at Tehachapi apply at end of double track.

## FRESNO AND BAKERSFIELD SUBDIVISION

| EASTWARD | | | | | | | | | | WESTWARD | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SECOND CLASS | | FIRST CLASS | | | | | | | | FIRST CLASS | | | | THIRD CLASS |
| Capacity of sidings in car lengths | 304 | 96 | 10 | 86 | 90 | Distance from San Francisco | | Time Table No. 142 | Distance from Famoso | 7 | 5 | 97 | 87 | 305 |
| | Fresno Porterville Local Freight | Fresno Bakersfield Passenger | Santa Fe Passenger | San Francisco Los Angeles Express | Fresno Visalia Passenger | | | May 3, 1925 | | Tehachapi | Santa Fe Passenger | Visalia Fresno Passenger | Los Angeles San Francisco Express | Porterville Fresno Local Freight |
| | Leave Daily Ex. Sunday | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | STATIONS | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sunday |
| BKWFTYP YARD | 12.05AM | 6.45PM | | | 7.30AM | 205.5 | TO-R | FRESNO<br>1.5 | 104.3 | s 11.10AM | | s 4.10PM | | 12.10PM |
| I | | | | | | 207.0 | | A. T. & S. F. Crossing<br>1.5 | 102.8 | | | | | |
| 4 | 12.25 | 6.56 | | | f 7.41 | 208.5 | | BLOSSOMA<br>2.1 | 101.3 | f 10.56 | | f 3.57 | | 11.50AM |
| Spur | | | | | f | 210.6 | | ESHEL<br>1.2 | 99.2 | | | | | |
| 19 P | 12.35 | 7.01 | | | f 7.46 | 211.8 | | BUTLER<br>1.2 | 98.0 | f 10.51 | | f 3.52 | | 11.40 |
| Y | | | | | f | 213.0 | | LOCANS<br>1.5 | 96.8 | f | | f | | |
| 22 P | 12.45 | 7.05 | | | f 7.50 | 214.5 | | IVESTA<br>1.4 | 95.3 | f 10.46 | | f 3.47 | | 11.25 |
| 82 P | 12.50 | f 7.08 | | | f 7.53 | 215.9 | | CLOTHO<br>3.9 | 93.9 | f 10.42 | | f 3.43 | | 11.15 |
| 81 WP | 1.15 | s 7.17 | | | s 8.01 | 219.8 | TO | SANGER<br>3.0 | 90.0 | s **10.35** | | s 3.36 | | **10.35** |
| 14 | 1.25 | f 7.22 | | | f 8.06 | 222.8 | | TARN<br>2.5 | 87.0 | f 10.27 | | f 3.30 | | 10.15 |
| P | 1.30 | f 7.27 | | | f 8.10 | 225.3 | | FARGO<br>2.6 | 84.5 | f 10.22 | | f 3.25 | | 10.05 |
| 6 P | 1.40 | f 7.32 | | | f 8.14 | 227.9 | | LACJAC<br>0.1 | 81.9 | f 10.18 | | f 3.20 | | 9.55 |
| | | | | | | 228.0 | | A. T. & S. F. Crossing (Stop)<br>1.9 | 81.8 | | | | | |
| 49 P | 1.55 | s 7.40 | | | s 8.22 | 229.9 | TO | REEDLEY<br>5.1 | 79.9 | s 10.10 | | s 3.12 | | 9.45 |
| 68 WP | 2.15 | s 7.50 | | | s **8.32** | 235.0 | TO | DINUBA<br>2.2 | 74.8 | s 10.00 | | s 3.02 | | **8.32** |
| P | | f | | | f | 237.2 | | SMYRNA<br>2.4 | 72.6 | f | | | | |
| 70 P | 2.30 | f 7.58 | | | f 8.39 | 239.6 | | MONSON<br>4.0 | 70.2 | f 9.49 | | f 2.53 | | 8.00 |
| | | | | | | 243.6 | | A. T. & S. F. Crossing (Stop)<br>2.8 | 66.2 | | | | | |
| 22 P | 2.55 | 8.12 | | | f 8.52 | 246.4 | | TAURUSA<br>3.0 | 63.4 | f 9.36 | | f 2.40 | | 7.45 |
| 19 | | f 8.18 | | | f 8.57 | 249.4 | | IVANHOE<br>2.8 | 60.4 | f 9.31 | | f 2.35 | | |
| 14 P | 3.20 | f 8.24 | | | f 9.02 | 252.2 | | ROCHE<br>0.9 | 57.6 | f 9.26 | | f 2.30 | | 7.20 |
| 22 | 3.25 | 8.26 | | | f 9.04 | 253.1 | | CAPLIN<br>4.3 | 56.7 | f 9.24 | | f 2.28 | | 7.15 |
| 79 BKWYP | 4.00 | s 8.38 | | 9.35AM | s **9.15AM** | 257.4 | TO-R | EXETER<br>3.1 | 52.4 | s **9.15** | | 2.20PM | s 7.28PM | 7.00 |
| 11 | | f 8.43 | | f 9.40 | | 260.5 | | BURR<br>3.8 | 49.3 | 9.04 | | | 7.21 | |
| 130 P | 4.25 | s 8.53 | | s 9.50 | | 264.3 | TO | LINDSAY<br>4.3 | 45.5 | s 8.58 | | | s 7.15 | 6.15 |
| 40 P | 4.35 | s 9.01 | | s 9.58 | | 268.6 | TO | STRATHMORE<br>2.3 | 41.2 | s 8.48 | | | f 7.07 | 5.30 |
| 11 P | 4.40 | f 9.06 | | f 10.02 | | 270.9 | | ZANTE<br>1.3 | 38.9 | 8.41 | | | 7.02 | |
| Spur | | | | | | 272.2 | | LISKO<br>1.5 | 37.6 | | | | | |
| Spur | | | | | | 273.7 | | KURTH<br>0.7 | 36.1 | | | | | |
| 17 P | 4.55 | s 9.16 | | s 10.11 | | 274.4 | | PORTERVILLE<br>0.4 | 35.4 | s 8.32 | | | s 6.56 | 5.05 |
| 46 BKWYP | **5.00AM** | 9.21 | | 10.15 | | 274.8 | TO-R | PORTERVILLE-OLIVE ST.<br>1.7 | 35.0 | 8.26 | | | 6.51 | **5.00AM** |
| 17 | | 9.24 | | f 10.18 | | 276.5 | | PONCA<br>1.5 | 33.3 | 8.22 | | | 6.47 | |
| 29 | | f 9.27 | | f 10.21 | | 278.0 | | LOIS<br>4.6 | 31.8 | f 8.19 | | | 6.44 | |
| 21 P | | f 9.35 | | s 10.29 | | 282.6 | TO | TERRA BELLA<br>4.5 | 27.2 | s 8.11 | | | f 6.37 | |
| 71 BKP | | f 9.44 | 4.01PM | s 10.38 | | 287.1 | TO-R | DUCOR<br>2.9 | 22.7 | f 8.02 | s 1.19PM | | f 6.29 | |
| 21 P | | f 9.50 | 4.06 | f 10.43 | | 290.0 | | ORRIS<br>1.5 | 19.8 | f 7.55 | 1.13 | | 6.23 | |
| Spur | | f | f | | | 291.5 | | VESTAL<br>3.4 | 18.3 | f | f | | | |
| 72 YP | | f 9.59 | f 4.14 | f 10.51 | | 294.9 | | RICHGROVE<br>4.1 | 14.9 | f 7.47 | f 1.04 | | f 6.15 | |
| 24 P | | f 10.06 | f 4.21 | f 10.58 | | 299.0 | | JASMIN<br>10.8 | 10.8 | f 7.40 | f 12.57 | | f 6.08 | |
| 84 WTP | | s 10.23PM | s 4.38PM | s 11.15AM | | 309.8 | TO-R | FAMOSO<br>(104.3) | 0.0 | 7.23AM | 12.40PM | | 5.51PM | |
| | Arrive Daily Ex. Sunday | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily Ex. Sunday |
| | (4.55) | (3.38) | (0.37) | (1.40) | (1.45) | | | Time over District | | (3.47) | (0.39) | (1.50) | (1.37) | (7.10) |
| | 14.09 | 28 70 | 36.81 | 31.44 | 29.65 | | | Average speed per hour | | 27.56 | 34.92 | 28.30 | 32.42 | 9.66 |

**ADDITIONAL STATIONS:**

| | |
|---|---|
| Mars | 207.9 |
| Goldleaf | 209.9 |
| Rusconi (Spur) | 221.8 |
| Stout | 265.8 |
| Reka | 221.0 |
| Uva | 227 1 |
| Efco | 227.6 |
| Samuels (Spur) | 229.1 |
| Dorsey | 250.8 |
| Musk | 255 1 |
| Vance | 262.8 |
| Worthing | 265.5 |
| Quality (Spur) | 295.9 |
| Jovista | 299.1 (on Spur 4.16 miles S.E. of Richgrove). |

Westward trains are superior to trains of the same class in the opposite direction. Exception: No. 90 is superior to No. 7.

# FRESNO AND BAKERSFIELD SUBDIVISION

| Capacity of sidings in car lengths | EASTWARD | | | | | | | | | | Time Table No. 142 | | WESTWARD | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | THIRD CLASS | | SECOND CLASS | | | FIRST CLASS | | | | | May 3, 1925 | | FIRST CLASS | | | | | THIRD CLASS | | | |
| | 318 | 312 | 314 | 310 | | 94 | 98 | 86 | 92 | Distance from San Francisco | | Distance from Exeter | 93 | 99 | 87 | 91 | | 311 | 315 | 319 | 313 |
| | Mixed | Alcalde Coalinga Passenger | Kerman Hanford Mixed | Coalinga Goshen Jct. Local Freight | | Coalinga Visalia Passenger | Visalia Fresno Passenger | San Francisco Los Angeles Express | Coalinga Bakersfield Passenger | | STATIONS | | Visalia Coalinga Passenger | Fresno Visalia Passenger | Los Angeles San Francisco Passenger | Bakersfield Coalinga Passenger | | Goshen Jct. Coalinga Local Freight | Hanford Kerman Mixed | Mixed | Coalinga Alcalde Passenger |
| | Leave Mon., Wed., Fri. | Leave Wed Only | Leave Daily Ex. Sunday | Leave Daily Ex. Sunday | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | Arrive Daily Ex. Sunday | Arrive Daily Ex. Sunday | Arrive Mon., Wed., Friday | Arrive Wed. Only |
| 19 T | | 12.20PM | | | | | | | | 273.3 | R ALCALDE<br>1.2 | 78.3 | | | | | | | | | s 12.15PM |
| | | | | | | | | | | 272.1 | LE ROY<br>2.2 | 77.1 | | | | | | | | | |
| Spur | | | | | | | | | | 269.9 | CRUMP<br>1.5 | 74.9 | | | | | | | | | |
| 80 BKYP | | s 12.45PM | | 5.00AM | | 5.55PM | | | 7.20AM | 268.4 | TO-R COALINGA<br>1.7 | 73.4 | s 11.45AM | | | s 10.40PM | | 1.00PM | | | 11.50AM |
| 42 FP | | | | 5.10 | | f 6.00 | | | f 7.25 | 266.7 | ORA<br>6.7 | 71.7 | f 11.38 | | | f 10.33 | | 12.45 | | | |
| 18 P | | | | 5.30 | | f 6.12 | | | f 7.37 | 260.0 | TURK<br>7.3 | 65.0 | f 11.20 | | | f 10.15 | | 12.15PM | | | |
| 44 P | | | | 6.00 | | f 6.27 | | | f 7.52 | 252.7 | HURON<br>6.6 | 57.7 | f 11.05 | | | f 10.00 | | 11.45AM | | | |
| 52 P | | | | 6.25 | | s 6.39 | | | s 8.04 | 246.1 | TO WESTHAVEN<br>6.7 | 51.1 | s **10.51** | | | s 9.46 | | **10.51** | | | |
| 9 P | | | | 6.50 | | f 6.51 | | | f 8.16 | 239.4 | LETHENT<br>2.9 | 44.4 | f 10.38 | | | f 9.33 | | 10.05 | | | |
| 70 YP | 11.56AM | | | 7.05 | | f 6.56 | | | f 8.21 | 236.5 | R ROSSI<br>1.1 | 41.5 | f 10.33 | | | f 9.28 | | 9.50 | | s 10.43AM | |
| Spur | | | | | | f | | | f | 235.4 | HEINLEN<br>1.5 | 40.4 | f 10.30 | | | f 9.25 | | 9.40 | | | |
| 61 P | f 12.04PM | | | 7.35 | | s 7.04 | | | s 8.29 | 233.9 | TO LEMOORE<br>2.7 | 38.9 | s **10.26** | | | s 9.21 | | 9.30 | | f **10.26** | |
| Spur | | | | | | f | | | | 231.2 | ORION<br>2.1 | 36.2 | f | | | f | | | | | |
| East 44<br>West 39 WYP | s 12.15PM | | **8.45AM** | 8.20<br>9.40 | | s 7.15 | | | s 8.40 | 229.1 | TO-R ARMONA<br>3.1 | 34.1 | s 10.15 | | | s 9.10 | | 8.50<br>7.15 | s **9.40AM** | 10.00AM | |
| I | | | | | | | | | | 232.2 | A. T. & S. F. CROSSING<br>0.3 | 31.0 | | | | | | | | | |
| 60 P | | | s 9.00AM | 9.50<br>11.20 | | s 7.30 | | | s 8.55 | 232.5 | TO HANFORD<br>5.1 | 30.7 | s **10.05** | | | s 9.00 | | 7.00 | 9.25AM | | |
| 59 | | | | 11.55AM | | f 7.38 | | | f 9.03 | 237.6 | REMNOY<br>7.7 | 25.6 | f 9.50 | | | f 8.45 | | 5.30 | | | |
| 99 BKWFYP | | | | 1.00PM | | s 7.55<br>8.30 | | 8.46AM | s 9.15AM | 245.3 | TO-R GOSHEN JCT.<br>3.7 | 17.9 | 9.30<br>s 9.22 | | s **8.22PM** | **8.30PM** | | 5.00AM | | | |
| | | | | | | | | | | 249.0 | FAXON (No Siding)<br>1.5 | 14.2 | | | | | | | | | |
| Spur | | | | | | | | | | 250.5 | JACOBS<br>2.1 | 12.7 | | | | | | | | | |
| 17 | | | | | | | | **8.58** | | 252.6 | WEST VISALIA<br>0.5 | 10.6 | **8.58** | | | | | | | | |
| 45 P | | | | | | s 8.50PM | 1.45PM | s 9.07 | | 253.1 | TO-R VISALIA<br>0.1 | 10.1 | 8.53AM | s 10.06AM | s 8.00 | | | | | | |
| | | | | | | | | | | 253.2 | A. T. & S. F. CROSSING Stop<br>2.0 | 10.0 | | | | | | | | | |
| P | | | | | | | 1.53 | 9.15 | | 255.2 | AMBLER<br>2.1 | 8.0 | | 9.57 | 7.46 | | | | | | |
| Spur | | | | | | | | | | 257.3 | RECTOR<br>1.7 | 5.9 | | | | | | | | | |
| 8 P | | | | | | | f 1.59 | f 9.21 | | 259.0 | FARMERSVILLE<br>1.2 | 4.2 | | f 9.45 | 7.40 | | | | | | |
| P | | | | | | | 2.03 | 9.24 | | 260.2 | GIANT OAK<br>0.9 | 3.0 | | 9.41 | 7.37 | | | | | | |
| | | | | | | | | | | 261.1 | LUNA<br>2.1 | 2.1 | | | | | | | | | |
| 79 BKWYP | | | | | | | s 2.10PM | s **9.32AM** | | 263.2 | TO-R EXETER | 0.0 | | **9.32AM** | 7.30PM | | | | | | |
| | Arr. Mon., Wed., Fri. | Arrive Wed. Only | Arrive Daily Ex. Sunday | Arrive Daily Ex. Sunday | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | (78.3) | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | Leave Daily Ex. Sunday | Leave Daily Ex. Sunday | Leave Mon., Wed., Friday | Leave Wed. Only |
| | (0.19)<br>23.36 | (0.25)<br>11.75 | (0.15)<br>13.60 | (8.00)<br>6.93 | | (2.55)<br>21.70 | (0.25)<br>24.24 | (0.46)<br>23.34 | (1.55)<br>28.94 | | ............Time over District ........<br>...... .Average speed per hour........ | | (2.52)<br>22.08 | (0.34)<br>17.82 | (0.52)<br>20.65 | (2.10)<br>25.61 | | (8.00)<br>6.93 | (0.15)<br>13.60 | (0.43)<br>10.32 | (0.25)<br>11.75 |

Westward trains are superior to trains of the same class in the opposite direction. Exceptions: No. 92 is superior to No. 93.
No. 86 is superior to No. 93 and No. 99.
No. 94 is superior to No. 91.

# FRESNO AND BAKERSFIELD SUBDIVISION

| Capacity of sidings in car lengths | EASTWARD<br>SECOND CLASS<br>316<br>Fresno Ingle Armona Mixed | Distance from San Francisco | | Time Table No. 142<br>May 3, 1925<br>STATIONS | Distance from Hardwick | WESTWARD<br>THIRD CLASS<br>317<br>Armona Ingle Fresno Mixed |
|---|---|---|---|---|---|---|
| | Leave Daily | | | | | Arrive Daily |
| Y | 8.45AM | 181.9 | R | INGLE<br>5.3 | 42.3 | s 4.15PM |
| 44 | s 9.10 | 187.2 | TO | TRANQUILITY<br>4.5 | 37.0 | s 3.53 |
| 41 | s 9.35 | 191.7 | TO | SAN JOAQUIN<br>3.2 | 32.5 | s 3.34 |
| 10 | f 9.45 | 194.9 | | CALDWELL<br>3.8 | 29.3 | f 3.24 |
| Spur | | 198.7 | | NARES<br>0.3 | 25.5 | |
| 29 | f 10.05 | 199.0 | TO | HELM<br>7.2 | 25.2 | f 3.12 |
| 13 | s 10.25 | 206.2 | | BURREL<br>3.2 | 18.0 | s 2.52 |
| 3 | f 10.33 | 209.4 | | BENDER<br>5.2 | 14.8 | f 2.42 |
| 10 | s 10.45 | 214.6 | TO | RIVERDALE<br>2.6 | 9.6 | s 2.30 |
| Spur | f 10.53 | 217.2 | | ROBINSON<br>2.0 | 7.0 | f 1.30 |
| Spur | f 10.59 | 219.2 | | HUB<br>1.8 | 5.0 | f 1.20 |
| | | 221.0 | | LATON & WESTERN RY. CROSSING (Stop)<br>0.8 | 3.2 | |
| Spur | f 11.07 | 221.8 | | LYNN<br>1.7 | 2.4 | f 1.10 |
| Spur | | 223.5 | | HASSET<br>0.7 | 0.7 | |
| 52 | s 11.15AM | 224.2 | TO-R | HARDWICK | 0.0 | 1.00PM |
| | Arrive Daily | | | (42.3) | | Leave Daily |
| | (2.30)<br>16.92 | | | ..........Time over District ....<br>.........Average speed per hour......... | | (3.15)<br>13.01 |

| Capacity of sidings in car lengths | EASTWARD<br>SECOND CLASS<br>308<br>Local Freight | FIRST CLASS<br>104<br>Fresno Friant Passenger | Distance from San Francisco | | Time Table No. 142<br>May 3, 1925<br>STATIONS | Distance from Friant | WESTWARD<br>FIRST CLASS<br>105<br>Friant Fresno Passenger | THIRD CLASS<br>309<br>Local Freight |
|---|---|---|---|---|---|---|---|---|
| | Leave Daily Ex. Sunday | Leave Daily | | | | | Arrive Daily | Arrive Daily Ex. Sunday |
| Yard BKWFTYP | 6.00AM | 8.00AM | 205.5 | TO-R | FRESNO<br>1.6 | 24.4 | s 6.30PM | 12.30PM |
| 1 | | | 207.1 | | A. T. & S. F. CROSSING<br>0.9 | 22.8 | | |
| | | | 208.0 | | EAST FRESNO<br>1.4 | 21.9 | | |
| Spur | 6.20 | f 8.15 | 209.4 | | BARTON<br>2.2 | 20.5 | f 6.18 | 12.05PM |
| Spur | | | 211.6 | | GRANZ<br>0.2 | 18.3 | | |
| Spur | 6.30 | f 8.20 | 211.8 | | MALTERMORO<br>0.3 | 18.1 | f 6.13 | 11.55AM |
| | | | 212.1 | | NAVIN<br>0.8 | 17.8 | | |
| 14 | 6.35 | f 8.23 | 212.9 | | LAS PALMAS<br>0.3 | 17.0 | f 6.10 | 11.45 |
| | | | 213.2 | | FRESNO INTERURBAN RY. CROSSING<br>0.4 | 16.7 | | |
| Spur | 6.41 | f 8.25 | 213.6 | | EGGERS<br>0.3 | 16.3 | f 6.08 | 11.40 |
| 8 | | | 213.9 | | VANRIS<br>1.0 | 16.0 | | |
| 32 | 6.47 | f 8.28 | 214.9 | | TARPEY<br>1.2 | 15.0 | f 6.05 | 11.30 |
| 21 | 6.53 | f 8.31 | 216.1 | | MELVIN<br>1.3 | 13.8 | f 6.02 | 11.20 |
| 41 W | 7.10 | s 8.34 | 217.4 | TO | CLOVIS<br>1.1 | 12.5 | s 5.59 | 11.12 |
| 11 | 7.18 | f 8.37 | 218.5 | | GLORIETTA<br>2.4 | 11.4 | f 5.56 | 10.45 |
| 72 K | 7.28 | f 8.42 | 220.9 | TO-R | PINEDALE JCT.<br>2 0 | 9.0 | f 5.51 | 10.33 |
| 42 | 7.36 | f 8.46 | 222.9 | | GORDON<br>0.7 | 7.0 | f 5.47 | 10.25 |
| 35 | 7.45 | s 8.50 | 223.6 | | EL PRADO<br>1.2 | 6.3 | s 5.45 | 10.20 |
| | | f | 224.8 | | BURKHEAD<br>0.9 | 5.1 | f | |
| | | | 225.7 | | MORAINE<br>0.3 | 4 2 | | |
| | | | 226.0 | | GAND<br>3.9 | 3.9 | | |
| 68 BKT | 8.15AM | s 9.05AM | 229.9 | TO-R | FRIANT | 0.0 | 5.25PM | 9.45AM |
| | Arrive Daily Ex. Sunday | Arrive Daily | | | (24.4) | | Leave Daily | Leave Daily Ex. Sunday |
| | (2.15)<br>10.84 | (1.05)<br>22.36 | | | ..................Time over District..................<br>...............Average speed per hour............... | | (1.05)<br>22.36 | (2.45)<br>8.87 |

| Capacity of sidings in car lengths | EASTWARD<br>SECOND CLASS<br>314<br>Kerman Hanford Mixed | 316<br>Fresno Ingle Armona Mixed | Distance from San Francisco | | Time Table No. 142<br>May 3, 1925<br>STATIONS | Distance from Armona | WESTWARD<br>THIRD CLASS<br>317<br>Armona Ingle Fresno Mixed | 315<br>Hanford Kerman Mixed |
|---|---|---|---|---|---|---|---|---|
| | Leave Daily Ex. Sunday | Leave Daily | | | | | Arrive Daily | Arrive Daily Ex. Sunday |
| 48 BWYP | 6.45AM | | 193.0 | TO-R | KERMAN<br>6.7 | 36.1 | | s 2.15PM |
| 63 | f 7.00 | | 199.7 | | MCMULLIN<br>5.4 | 29.4 | | f 1.55 |
| 43 | f 7.15 | | 205.1 | TO | RAISIN CITY<br>5.6 | 24.0 | | f 1.40 |
| 56 | f 7.30 | | 210.7 | TO | CARUTHERS<br>6.1 | 18.4 | | f 1.25 |
| 43 W | f 7.50 | | 216.8 | | CANDO<br>3.5 | 12.3 | | f 1.05 |
| | | | 220.3 | | LATON & WESTERN RY. CROSSING (Stop)<br>0.3 | 8.8 | | |
| 46 | f 8.00 | | 220.6 | | LILLIS<br>2.4 | 8.5 | | f 12.55 |
| 51 | s 8.10 | 11.15AM | 223.0 | TO-R | HARDWICK<br>2.3 | 6.1 | s 12.55PM | f 12.45 |
| | f 8.16 | f 11.25 | 225.3 | | KIMBLE<br>3.8 | 3.8 | f 12.45 | f 12.35 |
| 44 WYP | s 8.24AM | s 11.35AM | 229.1 | TO-R | ARMONA | 0.0 | 12.35PM | 12.25PM |
| | Arrive Daily Ex. Sunday | Arrive Daily | | | (36.1) | | Leave Daily | Leave Daily Ex. Sunday |
| | (1.39)<br>21.87 | (0.20)<br>18.30 | | | ................Time over District................<br>...............Average speed per hour............... | | (0.20)<br>18.30 | (1.50)<br>19.69 |

| Capacity of sidings in car lengths | EASTWARD<br>THIRD CLASS<br>318<br>Mixed | Distance from San Francisco | | Time Table No. 142<br>May 3, 1925<br>STATIONS | Distance from Stratford | WESTWARD<br>THIRD CLASS<br>319<br>Mixed |
|---|---|---|---|---|---|---|
| | Leave Mon. Wed. and Fri. | | | | | Arrive Mon. Wed. and Fri. |
| 45 Y | 11.20AM | 244.1 | TO-R | STRATFORD<br>2.5 | 0.0 | s 11.10AM |
| 56 | f 11.35 | 241.6 | | MARSALA<br>1.7 | 2.5 | f 11.00 |
| 43 | f 11.45 | 239.9 | | CUNEO<br>3.4 | 4.2 | f 10.54 |
| 70 YP | s 11.55AM | 236.5 | R | ROSSI | 7.6 | 10.44AM |
| | Arrive Mon. Wed. and Fri. | | | (7.6) | | Leave Mon. Wed. and Fri. |
| | (0.35)<br>13.02 | | | ..................Time over District..................<br>..................Average speed per hour.................. | | (0.26)<br>17.53 |

**Westward trains are superior to trains of the same class in the opposite direction.**

## FRESNO AND BAKERSFIELD SUBDIVISION

| Capacity of sidings in car lengths. | EASTWARD<br>SECOND CLASS<br>52<br>Sunset Ry Passenger<br>Leave Daily Ex. Sunday | 306<br>Bakersfield Olig Mixed<br>Leave Daily Ex. Sunday | 260<br>Sunset Ry. Freight<br>Leave Daily Ex. Sunday | Distance from San Francisco | Time Table No. 142<br>May 3, 1925 | STATIONS | Distance from Olig | WESTWARD<br>THIRD CLASS<br>259<br>Sunset Ry. Freight<br>Arrive Daily Ex. Sunday | 307<br>Olig Bakersfield Mixed<br>Arrive Daily Ex. Sunday | 51<br>Sunset Ry. Mixed<br>Arrive Daily Ex. Sunday |
|---|---|---|---|---|---|---|---|---|---|---|
| KI | 10.20AM | 8.05AM | 4.50AM | 313.6 | TO-R | KERN JCT.<br>1.7 | 49.1 | 12.30PM | 3.30PM | 5.05PM |
| | | | | 315.3 | | BAKERSFIELD CORRALS<br>1.4 | 47.4 | | | |
| Spur | | | | 316.7 | | STRADER<br>2.1 | 46.0 | | | |
| 43 P | f 10.32 | f 8.20 | 5.10 | 318.8 | | WIBLE ORCHARD<br>1.7 | 43.9 | 12.15 | f 3.15 | f 4.50 |
| Spur | | | | 320.5 | | VENOLA<br>2.1 | 42.2 | | | |
| 54 YP | s 10.40AM | s 8.35 | 5.25AM | 322.6 | TO-R | GOSFORD<br>5.8 | 40.1 | 12.05PM | s 3.00 | 4.40PM |
| 46 WP | | f 8.50 | | 328.4 | | STEVENS<br>2.3 | 34.3 | | f 2.35 | |
| Spur | | f | | 330.7 | | STRAND<br>1.2 | 32.0 | | f | |
| | | | | 331.9 | | MARCO<br>3.2 | 30.8 | | | |
| | | f 9.10 | | 335.1 | | RIO BRAVO<br>7.7 | 27.6 | | f 2.15 | |
| | | f 9.30 | | 342.8 | | BOWERBANK<br>2.6 | 19.9 | | f 1.55 | |
| | | f | | 345.4 | | KILOWATT<br>0.9 | 17.3 | | f | |
| 91 P | | s 9.45 | | 346.3 | TO | BUTTONWILLOW<br>4.2 | 16.4 | | s 1.45 | |
| 64 WP | | f 9.55 | | 350.5 | | LOKERN<br>8.9 | 12.2 | | f 1.15 | |
| | | 10.25 | | 359.4 | | ASPHALTO<br>1.2 | 3.3 | | 12.35 | |
| 30 YP | | s 10.50 | | 360.6 | TO-R | McKITTRICK<br>2.1 | 2.1 | | s 12.30PM | |
| | | s 11.05AM | | 362.7 | R | OLIG | 0.0 | | 11.20AM | |
| | Arrive Daily Ex. Sunday | Arrive Daily Ex. Sunday | Arrive Daily Ex. Sunday | | | (49.1) | | Leave Daily Ex. Sunday | Leave Daily Ex. Sunday | Leave Daily Ex. Sunday |
| | (0.20)<br>27 00 | (3.00)<br>16.37 | (0.35)<br>15.43 | | | Time over District<br>Average speed per hour | | (0.25)<br>21.60 | (4.10)<br>11.78 | (0.25)<br>21.60 |

| Capacity of sidings in car lengths. | EASTWARD<br>SECOND CLASS<br>324<br>Mixed<br>Leave Tues., Thurs., Sat. | Distance from San Francisco | Time Table No. 142<br>May 3, 1925 | STATIONS | Distance from Springville | WESTWARD<br>THIRD CLASS<br>325<br>Mixed<br>Arrive Tues., Thurs., Sat. |
|---|---|---|---|---|---|---|
| 46 BKWYP | 7.00AM | 274.8 | TO-R | PORTERVILLE-OLIVE ST.<br>0.8 | 15.9 | s 11.05AM |
| | | 275.6 | | A. T. & S. F. CROSSING (Stop)<br>2 5 | 15.1 | |
| Spur | f 7.14 | 278.1 | | ADOBE<br>0 5 | 12.6 | f 10.50 |
| | | 278.6 | | PERNU<br>1 4 | 12.1 | |
| | f 7.23 | 280.0 | | WORTH<br>1.6 | 10.7 | f 10.40 |
| Spur | f 7.31 | 281.6 | | MAGNESITE JOT.<br>0.8 | 9.1 | f 10.30 |
| 30 | f 7.40 | 282.4 | | SUCCESS<br>5.7 | 8.3 | f 9.25 |
| | f 8.05 | 288.1 | | CLAVIOLE<br>2.6 | 2 6 | f 9.00 |
| 23 Y | s 8.20AM | 290.7 | TO-R | SPRINGVILLE | 0.0 | 8.45AM |
| | Arrive Tues., Thurs., Sat. | | | (15.9) | | Leave Tues., Thurs., Sat. |
| | (1 20)<br>11.92 | | | Time over District<br>Average speed per hour | | (2.20)<br>6.81 |

## BAKERSFIELD AND SAUGUS SUBDIVISION.

| Capacity of sidings in car lengths. | EASTWARD<br>FIRST CLASS<br>88<br>Mojave Owenyo Passenger<br>Leave Daily | Distance from San Francisco | Time Table No. 142<br>May 3, 1925 | STATIONS | Distance from Owenyo | WESTWARD<br>FIRST CLASS<br>89<br>Owenyo Mojave Passenger<br>Arrive Daily |
|---|---|---|---|---|---|---|
| BKWFTYP Yard | 4.15AM | 380.7 | TO-R | MOJAVE<br>1.3 | 143.5 | s 9.40PM |
| 51 | f 4.20 | 381.8 | | CHAFFEE<br>3.2 | 142.2 | f 9.35 |
| 53 | f 4.27 | 384.0 | | CAMBIO<br>4.3 | 139.0 | f 9.26 |
| 52 | f 4.36 | 388.3 | | TRESCAPE<br>4.6 | 134.7 | f 9.17 |
| 53 | f 4.45 | 392.9 | | NEURALIA<br>4.4 | 130.1 | f 9.07 |
| 52 | f 4.54 | 397.3 | | CINCO<br>5.2 | 125.7 | f 8.57 |
| East 53 W<br>West 53 | s 5.05 | 402.5 | | CANTIL<br>2.8 | 120.5 | s 8.47 |
| Spur | f | 405.3 | | GYPSITE<br>2.2 | 117.7 | f |
| 43 | f 5.15 | 407.5 | | CENEDA<br>1.0 | 115.5 | f 8.37 |
| 6 | f 5.17 | 408.5 | | SALTDALE<br>2.1 | 114.5 | f 8.35 |
| | f | 410.6 | | TOBY<br>1.6 | 112.4 | f |
| East 52 Y<br>West 75 | f 5.24 | 412.2 | | GARLOCK<br>4.2 | 110.8 | f 8.28 |
| 53 | f 5.33 | 416.4 | | GOLER<br>4.1 | 106.6 | f 8.20 |
| 53 | f 5.42 | 420.5 | | RAND<br>4.1 | 102.5 | f 8.12 |
| 53 | f 5.53 | 424.6 | | TEAGLE<br>3.8 | 98.4 | f 8.04 |
| 53 Y | s 6.11 | 428.4 | TO | SEARLES<br>4.4 | 94.6 | s 7.56 |
| 53 | f 6.19 | 432.8 | | RADEMACHER<br>5.5 | 90.2 | f 7.46 |
| 57 | f 6.30 | 438.3 | | CODE<br>4.1 | 84.7 | f 7.35 |
| 53 | f 6.38 | 442.4 | | TERESE<br>4.8 | 80.6 | f 7.27 |
| 53 | s 6.47 | 447.2 | TO | INYOKERN<br>4.5 | 75.8 | s 7.18 |
| 53 | s 6.56 | 451.7 | | LELITER<br>4.6 | 71.3 | s 7.09 |
| 53 | s 7.05 | 456.3 | | BROWN<br>4.4 | 66.7 | s 7.00 |
| East 53 Y<br>West 76 | f 7.14 | 460.7 | | LINNIE<br>3.6 | 62.3 | f 6.51 |
| 53 | f 7.21 | 464.3 | | NARKA<br>4.0 | 58.7 | f 6.44 |
| 52 | s 7.29 | 468.3 | | LITTLE LAKE<br>3.2 | 54.7 | s 6.36 |
| East 52 Y<br>West 52 | f 7.36 | 471.5 | | MABEL<br>4.1 | 51.5 | f 6.29 |
| 53 | f 7.44 | 475.6 | | SYKES<br>4.3 | 47.4 | f 6.21 |
| 53 . | f 7.52 | 479.9 | | TALUS<br>4.2 | 43.1 | f 6.13 |
| 52 W | f 8.04 | 484.1 | | HAIWEE<br>4.4 | 38.9 | f 6.05 |
| 58 | f 8.12 | 488.5 | | LOCO<br>4.8 | 34.5 | f 5.55 |
| 53 | f 8.21 | 493.3 | | OLANCHA<br>4.4 | 29.7 | s 5.45 |
| 58 | f 8.31 | 497.7 | TO | CARTAGO<br>4.6 | 25.3 | f 5.37 |
| 57 | f 8.40 | 502.3 | | MONACHEE<br>4.0 | 20.7 | f 5.27 |
| 57 | f 8.47 | 506.3 | | BRIER<br>4.0 | 16.7 | f 5.19 |
| 57 | f 8.54 | 510.3 | | SKINNER<br>4.0 | 12.7 | f 5.11 |
| 57 | f 9.01 | 514.3 | | DIAZ<br>4.5 | 8.7 | f 5.03 |
| East 61<br>West 58 | s 9.10 | 518.8 | | LONE PINE<br>4.2 | 4.2 | s 4.55 |
| BKFY | s 9.20AM | 523.0 | TO-R | OWENYO | 0.0 | 4.45PM |
| | Arrive Daily | | | (143.5) | | Leave Daily |
| (5.05)<br>28.23 | | | | Time over District<br>Average speed per hour | | (4.55)<br>29.18 |

Westward trains are superior to trains of the same class in the opposite direction.

# SPECIAL INSTRUCTIONS.

# "SAFETY FIRST"

### THE FOLLOWING APPLICATIONS AND ADDITIONS ARE MADE TO THE BOOK OF RULES

**RULE 2.** The following are designated Watch Inspectors:

S. A. Pope, Supervisor of Time Service, 65 Market Street, San Francisco

| | | | |
|---|---|---|---|
| Fresno | Bert Fuller | Visalia | Switzer McCormic |
| Porterville | E. J. Hepburn | Los Angeles | G. D. Davidson Co. |
| Hanford | Hanford Jewelry Co. | Los Angeles | Newton Moore |
| Bakersfield | O. C. Gammon | Los Angeles | Walter Kursinski |
| Coalinga | Henry Cassriel | | |

**RULE 3.** Conductors on eastward Santa Fe trains originating at Bakersfield will show on reverse side of Kern Jct. register ticket watch comparison made at Santa Fe station Bakersfield, also comparison with enginemen.

**RULE 10 (G).** Where there are two or more main tracks, an unattended red signal will not apply to the track on which a train is running if displayed beyond the first rail of an adjoining track.

**RULE 14 (D).** As specified below, four long and one short sounds will be indication that flagman may return from west as prescribed by Rule 99.

| | |
|---|---|
| Famoso | Trains on Fresno Branch. |
| Ducor | Trains on Minkler-Southern Branch. |
| Exeter | Trains on Visalia Branch. |
| Hardwick | Trains on Riverdale Branch. |
| Ingle | Trains on Riverdale Branch. |

**RULE 14 (E).** As specified below, six long sounds will be indication that flagman may return from east as prescribed by Rule 99.

| | |
|---|---|
| Fresno | Trains on Fresno and Friant Branches. |
| Porterville | Trains on Springville Branch. |
| Rossi | Trains on Stratford Branch. |
| Goshen Junction | Trains on Visalia Branch. |
| Ingle | Trains on Riverdale Branch. |
| Richgrove | Trains on Richgrove Branch. |
| Magunden | Trains on Arvin Branch. |
| Mojave | Trains on N. & C. Branch. |

**RULE 72.** When a section of double track is being used as single track under Form D-S, westward trains are superior to trains of the same class in the opposite direction.

**RULE 83 (A).** At the following stations, only the trains indicated will register:

| | |
|---|---|
| Rossi | Third-class trains. |
| Oil Jct.<br>Visalia<br>Ducor<br>Caliente<br>Lancaster<br>Palmdale | Trains originating and terminating. |
| Famoso | Trains to and from Porterville Branch |
| Tehachapi | First and second class trains, and trains originating and terminating. |

**RULE 83 (B).** At open train order offices trains may register by ticket as follows:

| | |
|---|---|
| Goshen Jct. | Nos. 25, 26, 59 and 60. |
| Kern Jct. | Santa Fe trains and S. P. first class trains. |
| Tehachapi | First and second class trains. |
| Porterville Olive St. | First class trains. |

Operator Oil Jct. will report arrival and departure of trains originating and terminating to operator Kern Jct. and Bakersfield, who will enter same on register. Operator Kern Jct. will report arrival and departure Santa Fe first-class trains to Operator Bakersfield, who will enter same on register.

Operator Kern Jct. will report arrival and departure of all scheduled trains to operator Santa Fe station Bakersfield, who will enter same on Southern Pacific register located at Santa Fe station Bakersfield.

**RULE 83 (C).** Extras register at Porterville Olive St., Exeter, Visalia, Goshen Jct. and Mojave.

**RULE 83 (D).** Trains must obtain clearance card before leaving:

| | |
|---|---|
| McKittrick | Westward trains |
| Coalinga | All trains when operator on duty. |
| Hardwick | To and from Riverdale Branch when operator on duty |
| Goshen Jct. | All trains via Hanford and Visalia |

**RULE 93. Yard Limits:** Are defined by yard limit signs at the following stations

FRESNO
GOSHEN JCT.
BAKERSFIELD
TEHACHAPI
MOJAVE
EXETER
LINDSAY
PORTERVILLE
VISALIA
COALINGA
ARMONA
HARDWICK
HANFORD

**RULE D 97 (A).** On double track between Tehachapi and Summit Switch trains may run extra, moving with the current of traffic without running orders.

**RULE 98. THE NORMAL POSITION OF SWITCHES AT THE END OF DOUBLE TRACK WILL BE AS FOLLOWS:**

| | |
|---|---|
| Sivert | For westward track |

### RAILROAD CROSSINGS AT GRADE, NOT INTERLOCKED

**A. T. & S. F. Railway,** 744 feet east of Lajac, STOP.
**A. T. & S. F. Railway,** 14718 feet west of Taurusa, STOP.
**A. T. & S. F. Railway,** 602 feet east of Visalia, STOP, and not pass over crossing without receiving proceed signal from flagman, who must precede train.
**Laton & Western Railway,** 1743 feet west of Lillis, STOP.
**Laton & Western Railway,** 4129 feet west of Lynn, STOP.
**A. T. & S. F. Railway** (on Springville Branch), 4515 feet east of Porterville, STOP.
**Fresno Interurban Railway,** 1771 feet east of Las Palmas, approach with caution; movements made over crossing by Fresno Interurban Railway will be under flag protection.

**RULE 221.** That portion of Rule 221 reading "Train Order office hours will be shown in the time-table" is cancelled.

When a train-order signal indicates proceed in both directions by day, and in addition the light indicates proceed by night, the office will be considered a closed train-order office.

**RULE 516. OVERLAP** is located at

| | |
|---|---|
| Acton | Westward trains, 500 feet west of west switch. |

**RULE 820.** Engineers who have had less than 610 days' actual experience as engineers in freight service and less than 60 days' experience on the division must not be used in passenger service.

When engineers with less than 610 days' experience and less than 60 days' service as engineer on the district and firemen of less than one year's experience stand to help or doublehead a passenger train, they must handle the engine next to train, the experienced men to handle the leading engine.

**Rule 876.** Standing air brake tests must be made at Vincent and Summit Switch by all freight trains.

Leading engineman will not signal brakeman to open angle cock until last helper engineman coupling into rear of train has indicated by one sound of whistle that rear portion of train is coupled and ready for compliance with Rule 17 of Air Brake rules.

At any point where brake pipe has been separated rear end test will be made in accordance with Rule 875 of Transportation Rules and Rule No. 17 of Air Brake Rules.

Rear end test will be made on all passenger trains stopping Vincent or Tehachapi and running test per Rule 875 of Transportation Rules. Passenger trains not stopping at Vincent will make running test between initial and crossover switches.

Eastward passenger trains not stopping at Tehachapi will make running test at end of double track Tehachapi. Westward passenger trains not stopping at Tehachapi will make running test at West wye switch, Summit Switch.

### AUTOMATIC BLOCK SYSTEM

When the light signals located at either end of siding at Warren indicate stop, train will be preceded by a flagman.

### INTERLOCKING

**FRESNO TOWER—A. T. & S. F. Crossing 1.6 miles east of Fresno on Friant Branch**

For main track, one long whistle (———).

To or from spur track, one long and one short whistle (——— o).

**SUN MAID TOWER—A. T. & S. F. Crossing 1.5 miles east of Fresno on Sanger Branch**

One long whistle (———).

**CALWA TOWER—A. T. & S. F. Crossing and double track 0.8 miles east of Calwa**

Eastward trains approaching end of double track will call for switch and derailer by one long, one short and one long whistle (——— o ———).

Westward trains, one long whistle for crossing and for double track (———).

Lower arm of signal located just east of crossing controls the admission of westward trains on to double track against the current of traffic.

Dwarf signal located between main tracks just west of tower controls eastward trains moving against the current of traffic.

**HANFORD TOWER—A. T. & S. F. Crossing 0.3 mile west of Hanford**

One long whistle (———).

**TULARE TOWER—A. T. & S. F. Crossing 0.3 mile west of Tulare**

One long whistle (———).

**KERN JCT. TOWER—A. T. & S. F. Crossing, double track and McKittrick Branch 0.7 mile east of Bakersfield**

For main track, one long whistle (———).

For movement over crossing on siding, one long, one short and one long whistle (——— o ———).

Between S. P. and A. T. & S. F. main track, one long and one short whistle (——o).

Between main track and transfer track, one short, one long and one short whistle (o ——— o).

No. 1 track, two short, one long and one short whistles (o o ——— o).

Eastward main track signals are semi-automatic.

Dwarf light signals opposite end of double track governing westward movement are as follows:

| | |
|---|---|
| Green | Westward track to S. P. single track. |
| Yellow | To Santa Fe westward double track or S. P. No. 1 track. |

Dwarf light signal for eastward movement is located at west limits of interlocking plant. Light signals as follows:

| | |
|---|---|
| Green | Eastward main track. |
| Yellow | Against current of traffic. |

Transfer tracks have pipe connected derails to main track (transfer switch).

**TEHACHAPI**

Main track movements (to or from double track) one long whistle (———).

No. 1 siding, one short, one long and one short whistle (o ——— o).

**GENERAL**

For movement against current of traffic on double track, give one short and two long whistles (o ——— ———).

When a train which has been given a proceed semaphore signal at any crossing does not wish to use crossing, one long, two short and one long whistle should be sounded (——— o o ———).

### STAFF SYSTEM

Trains will be operated by Staff System between Pinedale Junction and Friant. Staff machines are located at Pinedale Junction, Gordon and Friant. Staff rules govern.

Possession of staff from one machine authorizes train movement only to next machine. If unable to secure staff from machine, trains will, after waiting 15 minutes, send flagman ahead, and after waiting at least five minutes, follow to next staff machine, keeping at least one fourth mile behind flagman.

### SPEED TABLE.

**This table is for the purpose of determining speed per mile and must in no way conflict with rules restricting speed of trains.**

| Miles per Hour | 1 Mile in Min. Sec. | Miles per Hour | 1 Mile in Min. Sec. | Miles per Hour | 1 Mile in Min. Sec. | Miles per Hour | 1 Mile in Min. Sec. |
|---|---|---|---|---|---|---|---|
| 6 | 10 | 21 | 2.51 | 31 | 1.56 | 41 | 1 27 |
| 8 | 7.30 | 22 | 2.43 | 32 | 1.52 | 42 | 1.25 |
| 10 | 6 | 23 | 2.36 | 33 | 1.49 | 43 | 1.23 |
| 12 | 5 | 24 | 2.30 | 34 | 1.45 | 44 | 1.21 |
| 15 | 4 | 25 | 2.24 | 35 | 1.42 | 45 | 1.20 |
| 16 | 3.45 | 26 | 2.18 | 36 | 1.40 | 46 | 1.18 |
| 17 | 3.31 | 27 | 2.13 | 37 | 1.37 | 47 | 1.16 |
| 18 | 3.20 | 28 | 2.8 | 38 | 1.34 | 48 | 1.15 |
| 19 | 3.9 | 29 | 2.4 | 39 | 1.33 | 49 | 1.13 |
| 20 | 3 | 30 | 2.0 | 40 | 1.30 | 50 | 1.12 |

### MAXIMUM SPEED FOR WHICH LOCOMOTIVES ARE COUNTER-BALANCED

Note.—All locomotives with the following exceptions are counterbalanced for a speed in miles per hour equal to the number of inches in diameter of driving wheels.

| Class of Locomotive | Engine Numbers | Maximum Speed in Miles per Hour | Maximum Wheel Pressure |
|---|---|---|---|
| A-1 | 3000 to 3009 | 63 | 45120 lbs. |
| MC-1 | 4000 and 4001 | 53 | 42760 " |
| MC-2 | 4002 to 4016 | 53 | 42760 " |
| MC-4 | 4017 to 4028 | 53 | 43130 " |
| MC-6 | 4029 to 4043 | 53 | 43230 " |
| MC-6 | 4044 to 4048 | 53 | 42680 " |
| MK-2 | 3200 to 3202, 3205, 3206, 3210, 3211 | 49 | 46140 " |
| MK-4 | 3216 to 3230, 3232 to 3235 | 49 | 45560 " |
| MM-2 | 4200 to 4211 | 56 | 46300 " |
| T-6 | 2187, 2190, 2194, 2200, 2203, 2204, 2205 | 50 | 22740 " |
| T-6 | 2197, 2208 | 45 | 24110 " |
| T-28 | 2311 to 2314, 2316, 2317, 2320, 2323, 2325, 2327, 2328, 2330, 2342, 2343, 2352 | 54 | 46220 " |
| TW-2 | 2946, 2948 to 2953 | 43 | 25860 " |
| TW-4 | 2926 to 2931 | 44 | 26000 " |

Note.—The above table is for the information of engineers and must not be considered in any way to authorize exceeding speed limit specified under "Speed Restrictions."

### SPEED RESTRICTIONS

**SPEED OF PASSENGER TRAINS MUST NOT EXCEED 50 MILES PER HOUR.**
**SPEED OF FREIGHT AND MIXED TRAINS MUST NOT EXCEED 35 MILES PER HOUR.**

Trains will not exceed the speed in miles per hour shown below.

| Page | BETWEEN | Passenger | Freight | Running Backward |
|---|---|---|---|---|
| 2-3-4-5 | East yard limit board Fresno and half-mile east of Sivert, except: | 50 | 35 | 20 |
| 2-3-6-8 | Fresno, within city limits, with caution...... | .. | .. | .. |
| 2-3-6-8 | Fresno, within city limits, along or across street crossings.......................... | 8 | 8 | 8 |
| 2-3-6-8 | Fresno yard outside city limits.................. | 15 | 10 | 10 |
| 2-3 | Fowler within city limits.......................... | 10 | 10 | 10 |
| 2-3 | Selma within city limits bet. 5 AM-11 PM... | 10 | 10 | 10 |
| 2-3 | Kingsburg within city limits bet. 4 AM-11 PM. | 10 | 10 | 10 |
| 2-3 | Goshen Junction yard.............................. | 25 | 25 | 20 |
| 2-3 | Tulare within city limits.......................... | 15 | 15 | 15 |
| 2-3-4-5 | Bakersfield within city limits.................. | 6 | 6 | 6 |
| 2-3-4-5 | Bakersfield yard outside city limits.......... | 35 | 20 | 20 |
| 4-5 | Bena and Sivert (westward freight trains)...... | .. | 35 | 20 |
| 4-5 | ½ mile east Sivert and 1 mile west Ilmon....... | 40 | 30 | 20 |
| 4-5 | 1 mile west Ilmon and 1 mile west Tehachapi... | 30 | 18 | 15 |
| 4-5 | 1 mile west Tehachapi and 1 mile west Cameron. | 50 | 35 | 20 |
| 4-5 | 1 mile west Cameron and Mojave, except: | 45 | 18 | 15 |
| 4-5-9 | Mojave yard.......................................... | 15 | 10 | 10 |
| 4-5 | Mojave and 1 mile west Cameron (westward freight trains)................................ | .. | 35 | 10 |
| 4-5 | Mojave and Palmdale.................................. | 50 | 35 | 20 |
| 4-5 | Palmdale and Saugus.................................. | 30 | 18 | 15 |
| 6 | Fresno and Famoso via Sanger and Porterville, except: | 40 | 30 | 20 |
| 6-7 | Exeter within city limits........................ | 10 | 10 | 10 |
| 6 | Lindsay within city limits....................... | 15 | 15 | 15 |
| 6 | Porterville within city limits.................... | 8 | 8 | 8 |
| 6 | On curve west of Orris............................ | 30 | 20 | 20 |
| 6 | Richgrove and Jovista straight track ...... | 25 | 25 | 10 |
| 6 | Richgrove and Jovista on curves ........... | 15 | 15 | 10 |
| 8 | Ingle and 1 mile west of Riverdale............. | 35 | 25 | 15 |
| 8 | 1 mile west of Riverdale and Hardwick ....... | 20 | 20 | 15 |
| 7-8 | Kerman and Exeter via Hanford and Visalia, except: | 40 | 30 | 20 |
| 7 | Hanford within city limits...................... | 8 | 8 | 8 |
| 7 | Visalia within city limits....................... | 10 | 10 | 10 |
| 7 | On curve at Ambler............................... | 30 | 20 | 20 |
| 7 | Armona and Crump, except: | 40 | 25 | 20 |
| 7 | Huron and Turk on curves....................... | 30 | 18 | 15 |
| 7 | Crump and Alcalde.................................. | 10 | 10 | 10 |
| 8 | Fresno and Gordon, except: | 40 | 25 | 20 |
| 8 | Barton and Maltermoro on curves............. | 30 | 18 | 15 |
| 8 | Clovis city limits.................................. | 8 | 8 | 8 |
| 8 | Gordon and Friant.................................... | 30 | 18 | 15 |
| 9 | Bakersfield and Gosford............................ | 40 | 25 | 20 |
| 9 | Gosford and Olig, except: | 30 | 20 | 15 |
| 9 | Lokern and Olig with large loaded oil cars... | .. | 15 | 15 |
| 8 | Rossi and Stratford.................................. | 25 | 25 | 10 |
| 9 | Porterville and Springville........................ | 20 | 15 | 10 |
| 9 | Mojave and Owenyo | 35 | 25 | 20 |
|  | On all curves of 6 degrees and over ............ | 30 | 18 | 15 |
|  | Through interlocking limits, with caution ...... |  |  |  |
|  | Through crossovers and turnouts............... | 8 | 8 | 8 |

### OTHER MAXIMUM SPEEDS IN MILES PER HOUR AS FOLLOWS:

|  | M. P. H. |
|---|---|
| Mikado, F-1 type and Consolidation engines........................ | 45 |
| F-3, F-4, F-5 and Santa Fe 3800 type engines.......................... | Freight Speed |
| F-3, F-4, F-5 and Santa Fe 3800 type engines backward movement over switch turnouts.............................................. | 8 |
| Mallet engines (except where freight speed is less be governed thereby).... | 25 |
| Motor cars............................................................ | 40 |
| Engines Running Light: |  |
| Mt. 1 type, 8-wheel, 10-wheel, Mogul, Mikado, Pacific and F-1 type (except where speed restrictions are less)................................ | 35 |
| Consolidation and 2900 class (where freight speed is 18 m.p.h.)........ | 20 |
| Santa Fe 900 and 1600 class engines (where freight speed is 18 m.p.h.) | 20 |
| Yard Engines (except where freight speed is less be governed thereby) .... | 20 |
| Engines not specified.................................................. | Freight Speed. |
| Trains Handling Relief Outfit: |  |
| Main track, Exeter to Kerman-Fresno to Famosa via Sanger (except where freight speed is less be governed thereby).................. | 25 |
| On curves of 5 degrees and over........................................ | 15 |
| Over other lines (except where freight speed is less be governed thereby) | 15 |
| F-3, F-4 and F-5 type engines must not be used in passenger service........ |  |

### MISCELLANEOUS

1. At the following stations freight trains descending grade between Caliente and Lang will stop 10 minutes to allow heat to equalize in wheels and to permit train inspection. Light engines will stop a sufficient length of time for enginemen to inspect engine.

**Marcel.**—(Unless stop made at Cable.)
**Woodford.**—(Unless stop made at Walong.)
**Bealville.**—(Unless stop made at Rowen.)

When stop of ten minutes has been made at Rowen it will be necessary to allow stop of ten minutes for equalizing wheel heat and inspection at some station between Rowen and Caliente.

**Warren.**—(Pull down to a position on straight track.)
**Ravenna.**—(Unless stop made at Paris or Acton.)
**Russ.**—(Unless stop made at Ravenna.)
**McKittrick Branch.**—Between mile posts 357 and 358.
**Owenyo Branch.**—At Little Lake, Teagle and Goler.

2. Before entering and after leaving sidings where necessary to apply train (automatic) brakes, stop and allow sufficient time to insure release of all brakes—one to one and one-half minutes is usually required for this purpose. Be governed by gauge and time duration in this operation.

3. Conductor report to Superintendent, by wire, any failure to properly control train by air brakes and deliver to Car Inspector at first terminal list showing tonnage of each car in train. Car Inspector will add to list the piston travel of each car in train, as shown by test made before road engine is cut off, also result of three-minute test of all retainers. The list will then be forwarded to Superintendent by first mail.

4. The maximum tonnage per operative brake between Caliente and Mojave is 115 Ms and between Mojave and Saugus 120 Ms.

5. **Retainers** will be used on passenger trains as follows:
Eastward trains............Cameron to Mojave—All retainers
Eastward trains............Vincent to Acton—Available retainers
Westward trains............Vincent to Harold—Available retainers
Westward trains............Tehachapi to Caliente—All retainers

On trains having not to exceed two head end cars available retainers will be used Cameron to Mojave and Tehachapi to Caliente.

**Retainers** will be used on freight trains as follows:
Eastward trains............Cameron to Mojave
Eastward trains............Vincent to Lang
Westward trains............Vincent to Harold
Westward trains............Tehachapi to Caliente
Westward trains............Caliente to Ilmon; first ten available retainers from head end.
Westward trains............McKittrick to Lokern
Westward trains............Mabel to Linnie
Westward trains............Searles to Garlock

**Retainers** will be used on other districts when in judgment of enginemen it is deemed necessary.

Where retainers are used the rate of speed of freight trains on any grade of over one per cent will not exceed 25 miles per hour, and on grades of this character MORE THAN FIVE MILES LONG, FOR THE FIRST FIVE MILES THE TIME CONSUMED IN TRAVELING ONE MILE SHALL NOT BE LESS THAN THREE MINUTES. The above maximum speed restriction will not affect the speed on heavier grades and other locations, where the maximum is now provided. Retainers on eastward freight trains entering Mojave must not be turned down until train comes to rest on designated tracks.

6. Rear brakeman will open valve on rear of steam heat line and valve must be closed on engine at yard limit boards—Fresno, Bakersfield and Mojave. At other points: Station one mile board. Exception, Mojave trains not requiring disconnection of train line.

7. Helpers will cut out at Vincent unless otherwise instructed.

Helpers cut out at Summit Switch and ordered through to Mojave will precede train from Summit Switch, unless otherwise instructed.

Helper engines cutting out of eastward trains at Summit Switch, enter wye from east leg.

In taking water on freight trains with helper cut in, train will be cut ahead of first helper from head end and will back to point where it is to take water. After stopping, train will be cut ahead of following helper.

Eastward freight trains picking up helper at Caliente will cut in as follows:

The rear helper will, after train stopped, make cut ahead of eight cars and then drop back sufficient distance to permit swing helper entrance to train on main line through crossover east of stock corral. After rear helper has taken water and ready to couple, the swing helper will couple to the rear portion of train and pull the entire rear end to a coupling with head portion.

Trains in siding will handle in the same manner at west switch.

Should a stop be made short of a turnout at a point where helpers are to be cut out, cut will be made ahead of leading helper and train engine will pull head portion to clear, to prevent damage done by helper in shoving during short move.

In movement of light engines between Bakersfield and Mojave the number of engines coupled is restricted to four.

Westward freight trains will stop east of crossover Summit Switch to make plug test.

8. **Fresno.**—Eastward trains entering yard will be governed by signal from Herder as follows:
Trains via Merced, green signal.
Trains via Kerman, yellow signal.

Trains entering or leaving through passenger station tracks designated below will not pass Merced or Kern Streets without signal from Yardmen.
Main Line Depot No. 1.
Depot No. 2.
Depot No. 3.
Depot No. 4.
Back Lead.

**Mojave.**—Trains entering or leaving west end of yards be governed by following hand signals:
Westward..............Green signals.
Eastward..............Yellow signals.

Trains entering or leaving east end of yard be governed by following hand signals:
Southern Pacific........Yellow signals.
Santa Fe..............Green signals.

Trains from Owenyo Branch stop before fouling main track, regardless of position of derailer or signals received.

Following code of signals will govern eastward trains entering yard:

**Southern Pacific:**
Passenger trains......One long.
Freight trains........One short, one long, one short.

**Santa Fe:**
Passenger trains......One long, one short.
Freight trains........One long, one short, one long.

9. **Fresno.**—Trains from Friant Branch and Sanger Branch stop at "stop" board at junction of these lines.

**Goshen Jct.**—Trains from Visalia Branch stop at "stop" board east end of yard.

**Exeter.**—Eastward trains stop at "stop" board at junction with Porterville Branch.

10. At least two loaded steel underframe cars must be placed immediately ahead of 2-10-2 type engines that are engaged in helping.

11. **Goshen Jct.**—End of the Visalia Branch will be at first switch east of the station where it enters Bakersfield-Fresno main track.

12. At Caliente, Bealville and Marcel siding next to main track will be known as eastward siding; back track will be known as westward siding.

### MISCELLANEOUS—Concluded

13. At Rowen, siding between intermediate switches is designated as middle siding.

Siding east of middle siding is designated as westward siding.
Siding west of middle siding is designated as eastward siding.
Normal position of intermediate switches will be for continuous movement through sidings.

First-class trains will use middle siding entering at initial switch of this siding.

Trains using other than designated siding will do so under flag protection or when authorized by train dispatcher.

14. House track at Woodford must not be used for setting out or storing of cars

15. Tracks at following stations must not be used by F-3, F-4, F-5 and Santa Fe 3800 type engines. Spurs at Bena, Caliente, Bealville, Cable.

16. Track next to main track (No. 1) west of station at Tehachapi will be used as westward siding and Track No. 2 as eastward siding.

17. Track next to and north of main track at Ducor will be known as siding No. 1. Second track north of main track, will be known as Minkler Southern Ry. main or No. 2 track. Trains will use extreme east switch to enter or leave Southern Pacific main track. Inside switches will be left lined for Siding No. 1.

18. Account of curvature, the speed of all engines is restricted to four miles per hour over the Edison Citrus Association Spur at Magunden.

Enginemen will move on this track with caution.

19. Trains using Richgrove–Jovista Spur will do so under flag protection only. Flagman will be left at Richgrove with instructions to hold all other trains desiring to use the spur until return of his train.

20. Night signals will be displayed approaching and through all tunnels.

21. West switch Ivanhoe is located 745 feet east of Ivanhoe station sign.

22. Engines heavier than 70,000 pounds on drivers will not be run west of Crump.

23. Engines heavier than 113,000 pounds on drivers and loads heavier than 100,000 pounds net will not be run between Hardwick and Riverdale. Loads heavier than 100,000 pounds net will be handled via Ingle.

24. Do not take water on Visalia Electric track at Exeter.

25. Conductors and Engineers on No. 317, in addition to orders and Clearance Card signed by Chief Dispatcher of Stockton Division, authorizing movment No. 312 from Ingle to Kerman on Tracy-Fresno subdivision of Stockton Division, will also in all cases procure from operator at the same point where such orders and clearance are issued, Clearance Card signed by Chief Dispatcher of the San Joaquin Division.

26. Conductors called for relief trains east of Bakersfield will report direct to Kern Jct. Tower for orders and immediately advise yard office of their arrival, so there will be no question as to whether conductor is on hand.

Conductors on westward relief trains from Bakersfield report at telegraph office for orders, also notifying yard office immediately for same reason as above stated.

To expedite movement of relief trains out of terminals, report as quickly as possible after called and not wait to eat as meals will be provided on relief trains.

### AVERAGE WEIGHT OF PASSENGER TRAIN CARS—POUNDS.

| Kind of Car | Average Weight—Pounds | | |
|---|---|---|---|
| | Wood | Steel | Steel Underframe |
| Baggage | 75,800 | 96,200 | |
| " (Dynamo) | | 101,400 | |
| Baggage and Mail 60′ | | 97,800 | 86,100 |
| " " " 69′ | 78,800 | 124,900 | |
| Baggage and Passenger | 66,800 | | |
| Club | | 135,300 | 121,400 |
| Club (Dynamo) | | 145,700 | |
| Business | 114,200 | 178,500 | 141,600 |
| Chair | 84,300 | 99,200 | |
| Coaches | 75,300 | 101,200 | |
| Dining | 130,600 | 150,400 | 143,400 |
| Express, Horse | 96,200 | | |
| Express Refr. (A. R. E.) 40 to 154 | | | 78,000 |
| " " " " " 155 to 224 | | | 89,000 |
| " " " " " 500 to 506 | | | 110,000 |
| " " " " " 1101 to 1175 | | | 85,000 |
| " " (GN RR) | 70,000 | | |
| " " (NP RR) | 60,000 | | 74,000 |
| Observation | 121,700 | 144,000 | 128,100 |
| Postal 40′ | | 71,800 | |
| " 60′ | | 113,800 | |
| Pullman Observation | 124,000 | 148,000 | 142,000 |
| " Parlor | 115,000 | 149,000 | 142,000 |
| " Standard Sleepers | 125,000 | 152,000 | 145,000 |
| " Tourist Sleepers | 94,000 | | 133,000 |
| Tea and Silk | 47,000 | | |

### STRUCTURES LESS THAN STANDARD CLEARANCE

| Mile Post | Location | Description | |
|---|---|---|---|
| | **Fresno-Saugus—Main Track** | | |
| 205.5 | Fresno Shop Yard | Water tank spout | Side |
| 205.5 | Fresno | Pullman shed | Side |
| 208.3 | Calwa | P. F. E. ice dock | Side |
| 210.4 | Malaga | Freight house platform | Side |
| 225.6 | Kingsburg | Water tank spout | Side |
| 260.4 | Tipton | Water tank spout | Side |
| 313.2 | Bakersfield, E. end Round House lead | Water column | Side |
| 313.2 | Bakersfield Emergency Col. No. 4 | Water column | Side |
| 313.2 | Bakersfield, roundhouse turnout tracks | Sandhouse | Side and Overhead |
| 313.2 | Bakersfield | P. F. E. ice dock | Side |
| 313.2 | Bakersfield | Pullman shed | Side |
| 313.2 | Bakersfield | Wheel unloading crane | Overhead |
| 313.2 | Bakersfield | Coal house at Store | Side |
| 313.2 | Bakersfield | Air pump house | Side |
| 335.2 | Caliente | Water tank spout | Side |
| 340.5 | Bealville | Water tank spout | Side |
| 354.2 | Marcel | Water tank spout | Side |
| 380.7 | Mojave main track | Water column | Side |
| 399.9 | Oban | Water tank spout | Side |
| 434.8 | East of Russ | Tunnel 17½ | Overhead |
| 434.8 | East of Russ | Water flume | Overhead |
| 435.5 | East of Russ | 1st bridge Sta. Clara river | Side |
| 435.9 | East of Russ | 3rd bridge Sta. Clara river | Overhead |
| 436.1 | East of Russ | 4th bridge Sta. Clara river, | Side and Overhead |
| 436.3 | East of Russ | 5th bridge Sta. Clara river, | Side and Overhead |
| 436.8 | East of Russ | 7th bridge Sta. Clara river, | Side and Overhead |
| 436.9 | East of Russ | 8th bridge Sta. Clara river, | Side and Overhead |
| 437.4 | East of Russ | 10th bridge Sta. Clara river, | Side and Overhead |
| 437.0 | East of Russ | Tunnel 18 | Overhead |
| 439.5 | East of Lang | Tunnel 20 | Overhead |
| 440.1 | East of Lang | Tunnel 21 | Overhead |
| 441.5 | East of Lang | Tunnel 22 | Overhead |
| 445.3 | East of Humphreys | Tunnel 23 | Overhead |
| 449.7 | East of Honby | Tunnel 24 | Overhead |
| | **Fresno-Famoso via Porterville** | | |
| 235.0 | Dinuba | Water tank spout | Side |
| 257.4 | Exeter | Water tank spout | Side |
| 295.9 | Quality | Packing house | Side |
| | **Goshen Jct.-Coalinga-Kerman** | | |
| 229.1 | Armona | Water tank spout | Side |
| 244.1 | Stratford | Water tank spout | Side |
| 268.4 | Coalinga | Water tank spout | Side |
| 216.8 | Cando | Water tank spout | Side |
| | **Fresno-Friant** | | |
| 217.4 | Clovis | Water tank spout | Side |
| | **Bakersfield-Olig** | | |
| 350.5 | Lokern | Water tank spout | Side |
| 328.4 | Stevens | Water tank spout | Side |
| | **Mojave-Owenyo** | | |
| 402.5 | Cantil | Water tank spout | Side |
| 426.8 | East of Teagle | Tunnel 29 | Overhead |
| 484.1 | Haiwee | Water tank spout | Side |
| 523.0 | Owenyo | Highline trestle on Calif. Alkali Co. Spur | Overhead |

Employes are warned that it is dangerous to ride on top or sides of cars at above mentioned points.

Employes must guard against coming in contact with overhead wires or their connections.

### LIST OF SURGEONS

| NAME | TITLE | LOCATION |
|---|---|---|
| Dr. F. K. Ainsworth | Manager and Chief Surgeon | San Francisco, Cal. |
| Dr. J. D. Morgan | District Surgeon | Fresno, Cal. |
| Dr. Chas. A. James, | Asst. District Surgeon | Fresno, Cal. |
| Dr. D. H. Trowbridge | Oculist and Aurist | Fresno, Cal. |
| Dr. J. D. Wagner | Emergency Surgeon | Selma, Cal. |
| Dr. W. H. Nielson | Emergency Surgeon | Fowler, Cal. |
| Dr. A. E. Skoonberg | District Surgeon | Sanger, Cal. |
| Dr. G. A. Hawkins | District Surgeon | Reedley, Cal. |
| Dr. J. C. Paine | District Surgeon | Exeter, Cal. |
| Dr. Paul R. Walters | District Surgeon | Dinuba, Cal. |
| Dr. T. D. Smith | District Surgeon | Kingsburg, Cal. |
| Dr. M. S. McMurtry | Emergency Surgeon | Clovis, Cal. |
| Dr. R. N. Fuller | District Surgeon | Tulare, Cal. |
| Dr. Verdo B. Gregory | Emergency Surgeon | Pixley, Cal. |
| Dr. J. A. Copeland | District Surgeon | Delano, Cal. |
| Dr. C. M. White | District Surgeon | Visalia, Cal. |
| Dr. C. T. Rosson | District Surgeon | Hanford, Cal. |
| Dr. J. C. Drake | District Surgeon | Kerman, Cal. |
| Dr. Geo. A. Meracle | Emergency Surgeon | Caruthers, Cal. |
| Dr. W. W. Goodrich | District Surgeon | San Joaquin, Cal. |
| Dr. Wm. P. Byron | District Surgeon | Lemoore, Cal. |
| Dr. G. T. Mountford | District Surgeon | Coalinga, Cal. |
| Dr. S. A. Barber | District Surgeon | Porterville, Cal. |
| Dr. W. W. Tourtillott | Assoc. District Surgeon | Porterville, Cal. |
| Dr. H. G. Campbell | District Surgeon | Lindsay, Cal. |
| Dr. A. C. Muller | Emergency Surgeon | Strathmore, Cal. |
| Dr. A. I. Fraser | District Surgeon | Bakersfield, Cal. |
| Dr. N. N. Brown | Consulting Surgeon | Bakersfield, Cal. |
| Dr. C. W. Kellogg | Consulting Surgeon | Bakersfield, Cal. |
| Dr. F. A. Hamlin | Oculist and Aurist | Bakersfield, Cal. |
| Dr. E. A. Shaper | District Surgeon | Woodford, Cal. |
| Dr. R. G. Doupe | District Surgeon | Tehachapi, Cal. |
| Dr. C. C. Warner | District Surgeon | Mojave, Cal. |
| Dr. M. A. Williamson | District Surgeon | Lone Pine, Cal. |
| Dr. J. A. Loundagin | District Surgeon | Independence, Cal. |
| Dr. S. H. Savage | District Surgeon | Lancaster, Cal. |
| Dr. W. G. Raber | District Surgeon | McKittrick, Cal. |
| Dr. E. C. Savage | Emergency Surgeon | Palmdale, Cal. |
| Dr. J. E. Wheat | District Surgeon | San Fernando, Cal. |

**Note.**—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

### LOCATION OF HOSPITAL STRETCHERS

FRESNO
- BAGGAGE ROOM
- STORE ROOM
- RELIEF TRAIN

GOSHEN JUNCTION

BAKERSFIELD
- BAGGAGE ROOM
- EMERGENCY HOSPITAL
- RELIEF TRAIN
- CAR SHOPS
- MACHINE SHOPS

TEHACHAPI

MOJAVE
- BAGGAGE ROOM
- RELIEF TRAIN
- CAR SHOPS

SAUGUS

EXETER

PORTERVILLE

COALINGA

HANFORD

OWENYO

### LOCATION OF HOSPITALS

| | |
|---|---|
| GENERAL HOSPITAL | SAN FRANCISCO |
| EMERGENCY HOSPITAL | BAKERSFIELD |
| CROCKER STREET HOSPITAL | LOS ANGELES |

# RATING OF ENGINES--SAN JOAQUIN DIVISION

In M's of 1000 Lbs. Back of Tender.

| Nominal Class | Official Class | Engine Numbers | Boiler Pressure | Bakersfield and Fresno. Bakersfield and Kerman via Armona. | Bakersfield to Mojave. | Mojave to Saugus. | Saugus to Bakersfield. |
|---|---|---|---|---|---|---|---|
| E-9 | E-63 17/24 52 | 1309 | 140 | 1930 | 240 | 360 | 290 |
| E-10 | E-63 17/24 47 | 1320 to 1349 | 140 | 1950 | 270 | 390 | 320 |
| E-5 | E-69 18/24 69 | 1386, 1387, 1389, 1390, 1392 to 1394, 1396, 1397, 1401 | 165 | 2430 | 300 | 400 | 360 |
| E-23 | E-73 20/24 89 | 1433 to 1443 | 190 | 3310 | 430 | 570 | 510 |
| E-23 | E-73 20/24 92 | 1445 to 1458 | 190 | | | | |
| E-24 | E-69 18/26 74 | 1464 to 1467, 1469, 1471 | 165 | 2670 | 320 | 440 | 390 |
| E-27 | E-73 20/26 113-S | 1526 to 1540 | 210 | 4030 | 540 | 710 | 640 |
| M-4 | M-63 20/28 126 | 1615 to 1719 | 190 | 4270 | 630 | 810 | 730 |
| M-8 | M-63 21/28 159-S | 1720 to 1724, 1770 to 1779 | 200 | 5250 | 790 | 1020 | 920 |
| M-6 | M-63 21/28 150-S | 1725, 1727 to 1769, 1780 to 1803 (Superheated) | 200 | | | | |
| M-6 | M-63 21/28 144 | 1725, 1727 to 1769, 1780 to 1803 (Saturated) | 195 | 4860 | 730 | 940 | 850 |
| M-9 | M-63 21/28 150-S | 1804 to 1822 (Superheated) | 210 | 5540 | 850 | 1090 | 990 |
| M-9 | M-63 21/28 147 | 1804 to 1822 (Saturated) | 200 | 4990 | 740 | 960 | 870 |
| T-16 | T-57 18/24 80 | 2039 to 2073, 2081, 2082, 2095 | 165 | 2880 | 400 | 530 | 480 |
| T-16 | T-57 18/24 76 | 2094 | 150 | 2600 | 350 | 470 | 420 |
| T-10 | T-57 18/24 86 | 2134 to 2152 | 160 | 2770 | 380 | 500 | 450 |
| T-9 | T-57 18/24 96 | 2155, 2175, 2180 | 170 | 2960 | 400 | 530 | 480 |
| T-9 | T-57 18/24 92 | 2170, 2172 | 170 | 3190 | 420 | 550 | 490 |
| T-3 | T-69 20/26 113 | 2212 to 2220 | 180 | 3510 | 470 | 620 | 550 |
| T-2 | T-63 19/24 105 | 2221 to 2234 | 160 | 2810 | 360 | 470 | 430 |
| T-1 | T-63 20/26 112 | 2235 to 2244, 2246 to 2273 | 180 | 3840 | 560 | 730 | 660 |
| T-25 | T-69 20/28 134 | 2274 to 2281 | 200 | 4230 | 590 | 770 | 690 |
| T-27 | T-69 20/26 124 | 2282 | 180 | 3490 | 440 | 600 | 530 |
| T-23 | T-63 21/28 144-S | 2301 to 2308, 2310 (Superheated) | 210 | 5560 | 870 | 1010 | 1000 |
| T-23 | T-63 21/28 144 | 2301 to 2308, 2310 (Saturated) | 200 | 4890 | 750 | 960 | 870 |
| T-28 | T-63 22/28 162-S | 2311 to 2352 | 210 | 6060 | 930 | 1190 | 1080 |
| T-31 | T-63 22/28 162-S | 2353 to 2362 | 200 | 5750 | 869 | 1110 | 1010 |
| T-32 | T-69 23/28 174-S | 2363 to 2370 | 200 | 5850 | 870 | 1120 | 1010 |
| P-1-3 | P-77 22/28 141-S | 2400 to 2437, 2459, 2460 | 210 | 5010 | 700 | 910 | 820 |
| P-5 | P-77 22/28 141-S | 2438 to 2452 | 200 | 4750 | 650 | 850 | 760 |
| P-10 | P-73 25/30 181-S | 2478 to 2483 | 200 | 6830 | 940 | 1240 | 1110 |
| P-10 | P-73 25/30 183-S | 2484 to 2491 | 200 | 7140 | 960 | 1270 | 1130 |
| C-2 | C-57 22/34 172-S | 2600 to 2611 (Superheated) | 190 | 6010 | 950 | 1210 | 1100 |
| C-2 | C-57 22/34 172 | 2600 to 2611 (Saturated) | 185 | 5750 | 890 | 1140 | 1030 |
| C-4 | C-57 22/34 176-S | 2612 to 2623 (Superheated) | 190 | 5990 | 930 | 1190 | 1080 |
| C-4 | C-57 22/34 176 | 2612 to 2623 (Saturated) | 185 | 5750 | 880 | 1130 | 1020 |
| C-5 | C-57 22/30 187-S | 2624 to 2679 (Superheated) | 210 | 6680 | 1050 | 1340 | 1220 |
| C-5 | C-57 22/30 180 | 2624 to 2679 (Saturated) | 200 | 5950 | 910 | 1170 | 1060 |
| C-5 | C-57 22/30 185-S | 2680 to 2693 (Superheated) | 210 | 6660 | 1030 | 1320 | 1200 |
| C-5 | C-57 22/30 178 | 2680 to 2693 (Saturated) | 200 | 5960 | 920 | 1180 | 1070 |
| C-9 | C-57 22/30 194-S | 2513 to 2599, 2752 to 2830 (Superheated) | 210 | 6660 | 1030 | 1320 | 1200 |
| C-8 | C-57 22/30 192-S | 2698 to 2751 (Superheated) | 210 | | | | |
| C-10 | C-57 22/30 194-S | 2831 to 2836, 2839 to 2857 (Superheated) | 210 | | | | |
| C-9 | C-57 22/30 187 | 2513 to 2599, 2752 to 2830 (Saturated) | 200 | 5930 | 890 | 1150 | 1040 |
| C-8 | C-57 22/30 184 | 2698 to 2751 (Saturated) | 200 | | | | |
| TW-8 | TW-54 21/32 155 | 2914 to 2923 (Saturated) | 180 | 4960 | 740 | 960 | 870 |
| TW-3 | TW-50 20/26 120 | 2932 to 2939, 2941 to 2945 | 170 | 4230 | 650 | 830 | 750 |
| A-3 | A-81 20/28 112-S | 3025 to 3071 (Superheated) | 210 | 3970 | 500 | 670 | 600 |
| A-3 | A-81 20/28 105 | 3025 to 3071 (Saturated) | 200 | 3610 | 430 | 590 | 520 |
| Mk-5 | Mk-63 26/28 210-S | 3237 to 3249, 3270, 3271 | 200 | 8090 | 1300 | 1660 | 1500 |
| Mk-6 | Mk-63 26/28 210-S | 3250 to 3269 | 200 | | | | |
| F-1 | F-63 27½/32 273-S | 3600 to 3652 | 200 | 9700 | 1530 | 1950 | 1770 |
| F-3 | F-63 29½/32 297-S | 3653 to 3667 | 200 | .... | 1730 | 2210 | 1920 |
| F-4, F-5 | F-63 29½/32 306-S | 3668 to 3768 | 200 | .... | 1800 | 2300 | 2000 |
| Mt-1 | Mt-73 28/30 246-S | 4300 to 4327 | 210 | .... | 1340 | 1740 | 1570 |
| Allowance for empty and underloaded cars | | Less than 40 M's | | 6 | 3 | 3 | 3 |
| | | 40 to 50 M's | | 3 | 0 | 0 | 0 |

### RULING GRADES AND CURVES

| DISTRICT | Per Cent Grade | Degree Maximum Curve | Per cent Equivalent Grade |
|---|---|---|---|
| Fresno to Bakersfield. | 0.35 | 0° 50″ | 0.37 |
| Bakersfield to Ilmon. | 1.50 | 10° | 1.90 |
| Ilmon to Tehachapi. | 2.20 | 10° | 2.60 |
| Saugus to Palmdale. | 2.20 | 10° 33″ | 2.61 |
| Palmdale to Mojave. | 1.50 | 1° 30″ | 1.55 |
| Mojave to Eric | 2.20 | 4° | 2.36 |
| Eric to Tehachapi | 1.18 | 1° 50″ | 1.24 |
| Fresno to Friant | 1.00 | 10° | 1.40 |

TRAINMASTERS
H. C. THOMPSON........Fresno
R. G. PROSOLE......Bakersfield
C. G. TANDY.............Mojave

E. F. WASEM, Chief Dispatcher,
F. B. WARNER, Asst. Chief Dispatcher,
O. D. DAY, Asst. Chief Dispatcher.

Road Foreman of Engines,
S. H. BRAY.

**W. L. HACK, Superintendent.**

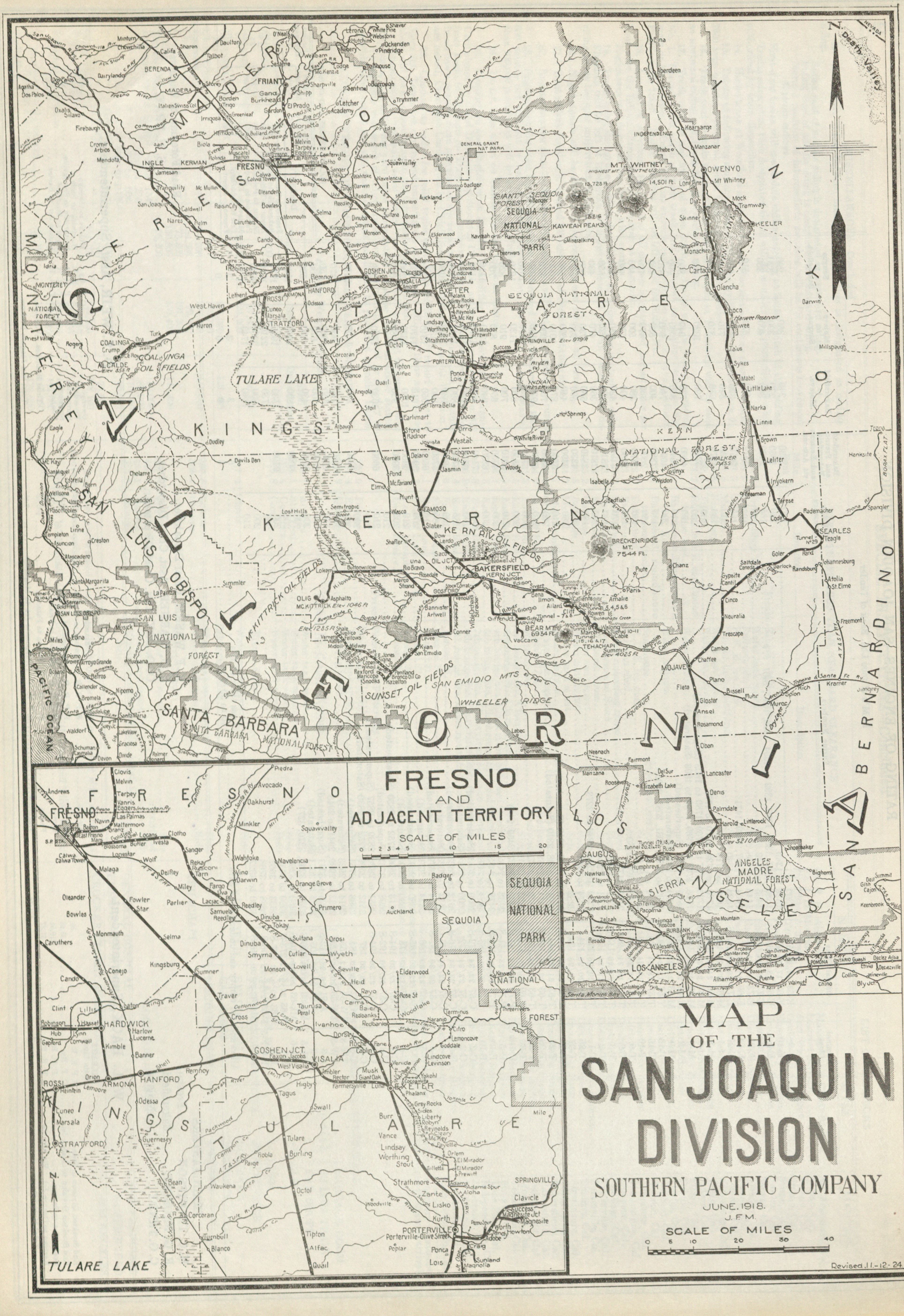
**D. S. WEIR, Asst. Superintendent.**

### MILEAGE.
Main Lines

| | | | |
|---|---|---|---|
| End Stockton Division to Fresno | S. P. R. R | .56 | |
| End Stockton Division to Goshen Jct. | C. P. Ry | 35.48 | |
| Goshen Jct. to Saugus | S. P. R. R | 210.51 | |
| Kerman to Goshen Jct.. Via Armona | S. P. R. R | 51.37 | |
| Total Main Line | | | 297.92 |

Branches.

| | | | | |
|---|---|---|---|---|
| Alcalde | S. P. R. R | Armona to Alcalde | 44.32 | |
| Asphalto | S. P. R. R | Bakersfield to Olig | 50.06 | |
| Clovis | S. P. R. R | Fresno to Friant | 24.14 | |
| Fresno | S. P. R. R | Fresno to Famoso | 103.95 | |
| Magnesite | S. P. R. R | Magnesite Jct. to Magnesite | 2.44 | |
| Owenyo | C. P. Ry | Mojave to Owenyo | 142.90 | |
| Riverdale | S P. R. R | Hardwick to Ingle | 42.16 | |
| Springville | S. P. R. R | Porterville to Springville | 15.83 | |
| Stratford | S. P. R. R | Rossi to Stratford | 8.93 | |
| Visalia | S. P. R. R | Goshen Jct. to Exeter | 16.76 | |
| Total Branches | | | | 451.49 |
| Total San Joaquin Division | | | | 749.41 |


CALIFORNIA
MADERA
FRESNO
TULARE
KINGS
KERN
INYO
SAN BERNARDINO
LOS ANGELES
SAN LUIS OBISPO
SANTA BARBARA
MONTEREY
SEQUOIA NATIONAL PARK
SEQUOIA NATIONAL FOREST
KERN NATIONAL FOREST
ANGELES NATIONAL FOREST
SANTA BARBARA NATIONAL FOREST
SAN LUIS NATIONAL FOREST
MONTEREY NATIONAL FOREST
GENERAL GRANT NAT PARK
TULARE LAKE
OWENS LAKE
PACIFIC OCEAN
Santa Monica Bay
Death Valley
NEVADA
MT. WHITNEY HIGHEST MT IN THE U.S. 14,501 Ft.
KAWEAH PEAKS
BRECKENRIDGE MT. 7544 Ft.
BEAR MT. 6934 Ft.
COALINGA OIL FIELDS
KERN RIV OIL FIELDS
M^c KITTRICK OIL FIELDS
SUNSET OIL FIELDS
SAN EMIDIO MTS
WHEELER RIDGE
ELK HILLS
SIERRA MADRE
FRESNO
BAKERSFIELD
VISALIA
HANFORD
PORTERVILLE
MOJAVE
LOS ANGELES
SAUGUS
TEHACHAPI
SEARLES
KEELER
OWENYO
INDEPENDENCE
LANCASTER
PALMDALE
SAN LUIS OBISPO
FRESNO AND ADJACENT TERRITORY
SCALE OF MILES
0 1 2 3 4 5 10 15 20
N.

# MAP
## OF THE
# SAN JOAQUIN DIVISION

SOUTHERN PACIFIC COMPANY

JUNE, 1918.

J.F.M.

SCALE OF MILES

0 5 10 20 30 40

Revised 11-12-24